Newport Daily News.

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J. A. & H. H. BARKER,

346 Thames Street.

FRESH KILLED

Partridges, Quail, Woodcock and othe game.

BRITISH CARRY THE DAY

Engagement Between Burghers and Armored Train.

Mafeking the Scene of Conspicuous Bravery on Both Sides.

LONDON, Oct. 17.—A special despatch from Pretoria, dated October 14, by way of Delagoa Bay, says: "A cyclist despatch was received from Ottoshoop, near Mahaani, at 6 o'clock this evening, asserting that heavy fighting had been in progress all day long north of Mafeking. The British troops on board an armored train acted as a covering for the military engineers engaged in repairing the track. A Maxim on the train kept up a continuous fire. Conspicuous bravery was displayed on both sides, but it soon became apparent that the rifles of the burghers were ineffective against an armored train. The latter, however, was once forced to retreat before a particularly strong assault; but it soon returned, accompanied by a British mounted contingent, and the fighting was renewed fiercely.

"Fighting still continues, the Boers holding their positions well. A dozen Boers were killed or wounded, but the British casualties cannot be ascertained.

"Heavy firing can be heard south of Mafeking, where General Cronje's commando is operating.

"A corps of experienced continental engineers, former officers, has left Pretoria for the southwestern borders, escorted by a commando of picked Boer shots. It is probably intended for large dynamiting operations. A big engagement is expected shortly in the vicinity of Ladysmith. The forces of Commandant Piet Vys are encamped on a mountain overlooking Dundee, from which point they will be able to observe the movements of the British troops."

According to a despatch from Pretoria, the Transvaal government received an offer from a wealthy European recently to supply a fleet of completely equipped torpedo boats for the purpose of blowing up the British transports on arrival in South African waters. The offer was curtly rejected. President Kruger refusing even to consider it. The originator of the scheme, who had been in Pretoria only 24 hours, left immediately.

Colonel Baden Powell made sorties from Mafeking in force and attacked the Boers, who were investing the town. After fierce fighting the British carried the day.

The skirmish near Spytfontein, says a special despatch from Cape Town, was quite lively. The armored train, with a detachment of the Lancashires, approached unmolested until within range, when the Boers opened fire. The Maxims were instantly set to work and did great execution among the burghers. The Boers also used artillery, but ineffectively. The armored train returned to Kimberley unharmed.

THE FIGHTING NORTH OF MAFEKING.

British Retired After the Second Engagement, But Renewed the Attack.

PRETORIA, Oct. 14 (Delayed in transmission)—Heavy fighting took place this morning north of Mafeking. An armed train sent to repair the railway line opened fire on the Boer commando. One burgher was killed and two were wounded. A second engagement followed, in which nine British were wounded.

Yesterday while General Cronje's troops were near the broken railway bridge, nine miles north of Mafeking, an approaching train loaded with dynamite was fired upon and blown up. There were no casualties on the Transvaal side.

Oct. 15—Despatches received by the government say that fighting continues north of Mafeking. The British, after the second engagement, retired in the direction of the town, but resumed the attack shortly afterwards, two burghers being killed and three wounded. The commando engaged was impeded, owing to the want of heavy artillery, which was subsequently obtained from General Cronje.

Commandant-General Joubert has established his headquarters at Charlestown and opened telegraphic communication with the Transvaal by way of Laing's Nek.

Guns and food stuffs found secreted in the mines on the Rand are confiscated.

The government has ordered the commando outside Johannesburg to act in case of any disturbances.

The executive council has decided to release all burghers undergoing a year's imprisonment or less. All other prisoners who are in the same category will be sent across the border.

The French, German and Italian consuls have issued proclamations calling upon their respective citizens to remain neutral.

As it has been discovered that attempts are being made to tamper with the railways, the Landrosts have been authorized to shoot on sight all persons found near railways with dynamite.

Boers Repulsed at Mafeking, with Heavy Losses.

LOURENZO MARQUEZ, Oct. 17.—Refugees who have just arrived here from the Transvaal report that the Boers have been repulsed at Mafeking, sustaining heavy losses.

DESULTORY OUTPOST SKIRMISHES AT MOST.

Little Fighting Expected in the Near Future in Natal.

LADYSMITH, Natal, Oct. 17.—The threatened assault upon Glencoe is believed to be a feint, in the hope of weakening the garrison here and exposing the town to an attack from the westward. The Boers are resting—preparatory, it seems, to completing their encircling movement for the expected attack upon Dundee. They cannot advance much further without coming into contact with the British cavalry, which screens the position. Nevertheless, the situation is such that little fighting is expected in the near future in this section, apart from desultory outpost skirmishes.

All the women and children have left Dundee.

BOERS ATTACK ANOTHER TRAIN

British Blowing Up Bridges to Check Their Advance.

CAPE TOWN, Oct. 17.—It is reported here that the Boers have had an engagement with another armored train from Rhodesia.

A special despatch from Mafeking says that all was quiet there up to Saturday night. At that time the Boer artillery

CONTINUED ON FIFTH PAGE.

OCTOBER 10, 1899.

We have decided to hold a

RUG BARGAIN SALE!

To close out certain lots belonging to old invoices. This sale includes

5 Persian Carpets, suitable for parlors and dining rooms, from $50 to $100; former prices $85 to $175.

50 fine Kazak Rugs at $25 only.

10 very large Japanese Rugs at $14 only. These are arge enough to cover the whole floor of a room.

KAZANJIAN & CO.

☞ Visit our furniture department, where new goods are shown every week.

Second Edition.

SHAMROCK DISABLED.

Topmast and Big Clubtopsail Carried Away.

Columbia Completes the Race at 2:37:17.

NEW YORK, Oct. 17.—The Shamrock and the Columbia started promptly this morning in the second race of the international series for the America's cup. The course was triangular, east by south, then southwest one half south, then northwest.

The Shamrock's topmast, with her big clubtopsail, was carried away at 11:24, when the yachts were on the port tack, about three miles from the start. The Columbia was then leading by several lengths. The Columbia took down her jibtopsails, but continued on her course. The second race, therefore, belonged to the Columbia, for there was plenty of wind and the Shamrock made no effort to continue the contest.

The Columbia went around the triangle in good time, turning the first mark at 12:39:28; the second at 1:33:27, and crossing the finish line at 2:37:17. She had gone over the starting line at 11:00:17. The Shamrock started at 11:00:15. These figures are official. The elapsed time is 3 hours and 37 minutes for the Columbia; the Shamrock disabled.

Associated Press Boat Dalzell, via Western Union Cable Boat, Oct. 17.—Profiting by yesterday's variable conditions and the fact that, contrary to expectations, there was a race, the point of starting the yacht races was a much more lively scene this morning, and the conditions were somewhat different also. The fog cleared away early, so that there was a good line of observation, and the sun, quite a stranger to the course for several days, condescended to show his face at intervals during the earlier hours, with the promise that before the day grew older he would be out with the heat that belongs to Indian summer.

Sir Thomas Lipton's guests did not propose to get left again. They made an early start down on the Blackbird, and after being transferred to the Erin came down to the starting line, following closely the yachts and the committee boats. It did not take the competing yachts long to appreciate the decidedly favorable conditions, and by 9 o'clock they were both outside of the Hook under tow, proceeding to the starting point.

At 9:30 the sun was breaking away the clouds rapidly, and the wind, varying in strength, was increasing, raising quite a sea. At 9:31 the Shamrock, then about four miles from the start, dropped her towboat and went along at a very nice clip under her mainsail, jib and forestaysail. At 9:36 the Columbia, which was slightly ahead of the Shamrock, put up her mainsail and broke out her jib. Both yachts dug their noses into the heavy swells and shed the water like ducks.

At 9:41 the Shamrock set her topsail and went on the port tack, changing her direction toward the lightship and the starting line. The Columbia dropped her towboat just as she got near the line, and, raising her clubtopsail, cut through the heavy seas in pretty shape. She arrived off the starting point at 9:55. Ten minutes later the Shamrock got down to the line, sailing under mainsail and clubtopsail. The sun had come out from under the clouds, the breeze was blowing fully 10 miles from the east, and the conditions were excellent. The judges' boat had taken its place and the judges were discussing the course to be sailed.

At 10:17 the revenue cutters and torpedo boats were sighted coming down for police duty, and just behind them came numbers of private yachts and several excursion boats, the latter outnumbering yesterday's fleet, in anticipation of a good day's sport.

Promptly at 10:45 the preparatory signal gun was fired. Both yachts had their clubtopsails in position, but a couple of final hauls were given on the throat and peak halyards. The Columbia took a short hitch down past the committee's tug. Leaving it to starboard and coming about, she stood off to the eastward away from the line. The Shamrock was away to leeward at the preparatory signal, but trimming the mainsheet a bit she tacked and beat out to the windward of the line, which was set at right angles to the compass course for the first leg. On seeing this move Captain Barr eased off a bit and ran down, with the intention of covering his rival, but Hogarth saw the move and putting his tiller up shoved his boat down across the line.

The Columbia was going a bit the faster, and as she was nearer to the lightship Hogarth put on the brakes and allowed her to slip past the Shamrock and then, heading up in a parallel direction to the line, ranged up to the weather of the cup defender. Barr saw that he was caught in a trap, and tried to pinch out across the Shamrock's bow. For a moment it looked as though the American boat were going to get the helter of the scramble, but the Shamrock had too much of a move on, and so the skipper of the defender eased off, gybed over and swung around on her keel.

The warning gun had been fired while this manoeuvering was going on, and with only a minute to spare before the starting gun the Columbia broke out her jibtopsail and reached for the line. The Shamrock came up on the starboard tack a short distance southeast of the lightship and wore off with sheet eased wide to port, and raced down after the cup defender.

When the starting gun was fired, at 11 o'clock, Hogarth and his two expert colleagues had the better position. The yachts crossed the line almost side by side. The challenger's mammoth clubtopsail overshadowed the modest working topsail of the Columbia. The only other difference in the canvas of the boats was that, while the Columbia was carrying a fair-sized jibtopsail, the Shamrock did not carry any. Knowing ones, figured at once that this sail had been dispensed with to keep her higher in the wind.

Barr took the light as he found it, and went into his place as leeward boat, which brought him to the mark overshadowed by the Shamrock. The Shamrock's supporters grew jubilant at the sight. The Columbia men were disturbed. Holding her off just a bit, however, Barr sent her through the sea as if she were in a gale of wind. The apparently blanketed sails, that should have grown flat in the interrupted air currents, were full. In a trice the Columbia shot ahead and was off. The boats held on the starboard tack for about five minutes. The losing game was hard, and the Shamrock put about first. The Columbia followed on the long tack out to sea. As the yachts proceeded it was apparent that the Columbia was slowly crawling ahead.

Suddenly, when about three miles of the course had been covered, the Shamrock's topmast broke and her clubtopsail came down. She was to leeward of the Columbia and some lengths astern when the immense stretch of upper canvas was seen to collapse. The club hung over and beat against the mainsail. The boat was at once put into the wind, while men scrambled aloft into the rigging.

The Erin was to weather of her boat, and she at once blew her whistle and lowered her ensign. There was no need of this signal to attract attention. The Shamrock's tender stood over toward her at once, ready to take the challenger in tow for home. The Shamrock's crew cut away the remnants of topmast, finding it broken close to the lower mast, and hauling it to the deck removed the club. Captain Hogarth would not attempt any explanation. He said that he was glad the sail had not come down to the deck, and was pleased that nobody was injured. Then he ordered sail taken in, and when the crew had gotten to work the tender took the Shamrock in tow and started up towards the city, Sir Thomas Lipton bringing up the rear of the mournful procession with his yacht Erin. As they passed the excursion boats there were some faint cheers, but the crew did not answer them. Sir Thomas ranged alongside and spoke encouragingly to Captain Hogarth, who seemed to feel the accident keenly.

It is to be remarked that the Shamrock was not carrying as much sail as the Columbia when her topmast broke, for she had not raised her baby jib. Just before the sail went over, the Shamrock was seen to ease off very much from the wind, and it is probable that Captain Hogarth either heard the mast crack or was afraid of it. She was jumping in the lumpy sea at the time and the strain must have been great. The Columbia, evidently afraid of a similar accident, immediately took in her baby jib and later her staysail to avoid the strain, but proceeded on the course under the agreement to finish in the time limit if possible.

At 12:15 the wind had dropped somewhat, but still there was enough to put her over the course in time, although the sportsmen about hoped that she could not finish and that the race would be declared off.

The committee boat signals the course as follows: East by south; then southwest one-half south, and then north-north-west. The course as signalled makes the first leg a beat to windward, then two broad reaches.

The Columbia crossed the line about a length ahead, at 11:01:30, the Shamrock crossing to windward at 11:02.

At 11:06 the Columbia had set her baby jibtopsail. The Shamrock had an almost imperceptible lead a quarter mile from the line, but at 11:12 the Shamrock's slight lead had not been increased. The Columbia was standing straighter, holding better in the wind and was outpointing her, though the Shamrock had the better of the windward position.

At 11:16 the Columbia had passed the Shamrock and was rapidly drawing away. The Columbia was well to windward, having tacked astern of the Shamrock. Both yachts had covered about four miles of the course and were standing on the port tack, the Columbia going ahead. Both yachts were carrying clubtopsails. The Columbia was carrying baby jibtopsails, while the Shamrock was not. The wind was freshening, being at this time about 11 knots.

At 11:25 the Columbia seemed to be widening the gap between her and the Shamrock. The wind was blowing about 12 miles. Both boats were still standing off shore on the port tack, but at 11:31 the Columbia went on the starboard tack and hauled down her jibtopsail.

The wind was but about nine miles an hour when the Shamrock's topsail became crippled, apparently caused by her jumping in the heavy sea. A tugboat is standing near the Shamrock.

11:36—The Columbia is still on the starboard tack to the eastward. The judges' boat has left the Shamrock and gone after the Columbia, which continues heeling in on the starboard tack, toward Long Island. The stakeboat has been set.

At 11:40 the Columbia was still on the starboard tack, heading northeast, and nearly all the excursion fleet was following her over the course. It is understood that the Columbia continues sailing under the agreement entered into between the owners of the two competing yachts, that, should either boat be disabled the other is to sail over the course alone. The Shamrock is returning, preparing to take a tow back.

MACKAY BENNETT CABLE BOAT, by Associated Press Despatch Boat Vanneose, Oct. 17.—The Shamrock's topmast with her big clubtopsail was carried away at 11:24, when the yachts were on the port tack, about three miles from the start. The Shamrock luffed up into the wind at once and

CONTINUED ON FIFTH PAGE.

Fall Woolens.

COMMERFORD,
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"Imported Cigars."

We have been appointed SOLE AGENTS, for New port and Narragansett Pier, for the

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"Waldorf,"
"Estella,"
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J. D. Richardson & Co.,
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Franklyn Bicycles

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Price now, while they last,

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COME TO ME WHEN YOU WANT

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B. J. FOY,
379 Thames Street, Newport.
TELEPHONE 335-4.

ONE AMERICAN KILLED.

The Enemy Driven Out of Porac, and Losing two Carts of Ammunition.

MANILA, Oct. 17, 10:25 A. M.—Bell's regiment, moving from a position northwest of Bacolor this morning, drove the enemy out of Porac. One American was killed and one wounded, while the Filipinos lost a number of both killed and wounded. The Americans captured two bullock carts of ammunition.

UNDER ARREST.

A Manila Editor Hostile to Americans and Friendly Filipinos.

MANILA, Oct. 17, 9:30 A. M.—The newspaper Patria has been suppressed and its editor, Senor Uno, a Spaniard, placed under arrest, on charge of printing and publishing seditious documents. For some time the Patria had been hostile to the Americans. Recently pamphlets attacking the Americans and the friendly Filipinos have been circulated, and the police believe that Uno wrote and printed them.

President Loubert Not Ill.

PARIS, Oct. 17.—A report was in circulation early in the day that President Loubert was suffering from angina pectoris. Careful investigation shows that there is no ground whatever for the rumor. M. Loubert is quite well.

STEAMERS ARRIVED.

New York, October 16, Lauretian, from Glasgow.

New York, October 16, Cymric, from Liverpool.

Liverpool, Oct. 16, Bavic, from New York.

Southampton, October 16, Kaiser Wilhelm der Grosse, from New York.

Havre, October 16, La Normandie, from New York.

Antwerp, October 16, Friesland, from New York.

Hamburg, October 16, Phoenicia, from New York.

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Full Line of

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Is something which is unknown to the patrons of our Shirt Department. Like some of our clothes which we sell, all of our shirts are made to fit perfectly, and form pleasant relations between the shirts, our patrons and ourselves.

Good shirts here don't mean extra cost. The same prices you would pay anywhere for factory shirts will buy our tailored garments.

WHITE SHIRTS, unlaundered, 50c.

WHITE SHIRTS, laundered, 75c. to $2.

COLORED SHIRTS, to be worn with white collars, but with cuffs to match, $1 and $1.50.

Proper sleeve lengths with every neck in all grades.

Newport One Price Clothing Co.

208 THAMES ST. 208

SHEEP AND SHEPHERD LOST.

Snowstorm of Unprecedented Severity in the Leadville Mountains.

LEADVILLE, Col., Oct. 17.—For more than a week a snowstorm of unprecedented severity for this time of the year has been raging in the mountains surrounding Leadville. One band of 1,400 sheep and the herder with them are lost. The name of the shepherd is unknown. Other large flocks have reported heavy losses, and no word has been received from many others known to be still in the mountain pastures.

Two prospectors from Pennessee Park attempted to cross Mount Leon Tuesday and one has just arrived in Leadville. He says the blizzard came up on them when they reached the summit. It was only by the greatest exertions that they made their way. They were nearly frozen to death when they reached a wood cutter's cabin the second night. They passed a band of 2,600 sheep, many of which had perished in the storm.

THE BEE HIVE.

We have just opened a big line of Black Silk Neck Ruches, with long scarfs attached, entirely new and very pretty styles, at $1, $1.25, $1.50, $1.75, $2.25 and $2.95.

Black Satin-back Velvet Ribbon, in all widths, at our usual low prices.

Double-face Satin Ribbon in all the leading colors and widths.

Dress Trimming, both jetted and plain, at popular prices.

Imported Mercerized Coat Lining in bright shades, superior in wearing qualities to silk, and costs much less.

Satin-covered Pincushions in all sizes and all colors.

Fur Robes, for baby carriages and go carts, handsomely lined, at low prices.

Infants' Long White Coats, nicely embroidered, from $1.25 to $3.75.

Kid Gloves—Our new importation of 75c. gloves has arrived. They are superior in style, colorings and quality to any sold heretofore, and fully as good as sold in many stores at $1.

40 dozen Ladies' Jersey Vests and Pants, heavily fleeced and extra well finished, and usually sold at 37 1-2c. This one lot we sell at 29c.

Ladies', Misses' and Children's Union Suits, 50 per cent wool, at only $1.

A special offer in our cloak department worthy your attention:

Ladies' Jackets, made of best quality kersey cloth, fancy strapped, lined with heavy satin, real tailor-made, in black, brown and tan shades, at the exceptional low price of $10.

Dress Maker Forms, all sizes bust measure, at 59c. and $1.

This Morning's News.

ATTACK DELAYED.

Boers Fall Back Because of Defective Transport Service.

LONDON, Oct. 16.—Tonight's despatches from the Cape include a message from the Glencoe camp, dated 3:35 this afternoon, announcing that the Boer commandos which invaded Natal through Laing's Nek, and after occupying Newcastle advanced to Danbauser, retired on Ingagan last evening, their transport service being reported defective. This will delay indefinitely the anticipated and hoped-for assault on the strong position at Glencoe.

Another despatch reports activity on the part of the Free State commando in the neighborhood of Aliwal.

The Boers' advance patrol, the despatch says, go to the frontier bridge nightly to keep watch, firing shots at intervals as signals. It is believed the enemy intends shortly to try to rush the railway station, with the help of artillery posted on a ridge commanding the town.

There are rumors that the Boers have been repulsed at Mafeking and are attacking Vryburg.

A Cape Town paper has a despatch from the Orange river, stating that the telegraph wires have been cut between Vryburg and Kimberley, and that the Boers are taking advantage of the presence of a large gathering of disloyal farmers at Vryburg, celebrating Nachtmaal, to attack the town, hoping that the farmers will assist them against the British. The same despatch says that the British force at Kimberley is confident of its ability to hold out, but urges the immediate dispatch of a relief force. This question of a possible rising of the farmers in the northern portions of Cape Colony is very important. There are serious disloyalty and much anti-British agitation in these districts, while the Free State Boers threaten an immediate invasion of Colesberg and Aliwal North.

The Daily Mail's correspondent asserts that Sir Alfred Milner is worked to death, and that Cape Town is surging with bitter resentment at what is called the Schreiner cabinet's betrayal of Mafeking by its constant refusal to send a volunteer force to its relief.

Many residents of Cape Town have relatives at Vryburg, and they are furious with Messrs. Merriman and Sauer, respectively colonial treasurer and commissioner of public works, and the ministers are mobbed whenever they appear in public. Mr. Hofmeyer, the Afrikander leader, has gone to the country in order to escape the outbursts of indignation.

Last night the streets were filled with angry citizens, and it was feared that rioting would occur. This, combined with the pressure of the imperial government, brought the Schreiner government to a sense of its peril, as well as its duty, and moved it to decide to call out the volunteers. The ministerial party also worked its hardest to prevent the ovation to Mr. Conyngham Greene on his arrival from Pretoria, but failed.

The volunteers are 7,000 strong and have 11 pieces of artillery. There is no further news regarding the present position.

The Natal invasion was made in three columns at dawn, October 12, through Botha's pass, Laing's Nek and from Wakkerstroom, the objective point of the invaders being Newcastle. The Boers utilized several thousand natives who were tramping from the Rand to drive their heavy guns up Laing's Nek.

Precautions are being taken for the defense of Pietermaritzburg and Durban, in the remote contingency that the enemy may elude the vigilance of the British at the Ladysmith and Glencoe camps.

A despatch from the latter place says the partial closing down of the Natal coal mines will not interrupt the supplies for the imperial transports at Durban, as was imagined by the Boers, large quantities of coal being already on the water from India. Regular shipments will arrive from India until the Natal mines open again.

ANGELES ATTACKED.

Insurgents Use Artillery, but Are Driven Off.

MANILA, Oct. 16.—The insurgents made an attack upon Angeles at 2:30 this morning. One American was killed and seven wounded. The Filipinos used artillery, few shells exploding. The Seventeenth, Ninth and Thirteenth regiments engaged the enemy, who retired at 5:30 a. m.

An American scouting party near Bulacate captured 11 Filipinos. Another party, near Mayeauyan, captured a Filipino major. All were brought to Manila.

THE SAMOAN QUESTION.

Negotiations for a Permanent Settlement Begun.

WASHINGTON, Oct. 16.—Negotiations have been commenced between the three powers signatory to the Berlin treaty contemplating a permanent settlement of the Samoan question. Herr Mumm Von Schwarzenstein, the German special envoy, called at the State Department today and discussed Samoan matters with Dr. Hill, acting secretary of state.

It is understood that neither Herr Mumm nor Dr. Hill has received any information confirmatory to the report that the natives have declared Tamasese king, although it is known that peaceful conditions do not exist in the island.

It is understood that the three governments are giving serious consideration to the advisability to the partitioning of the islands. Germany is not opposed to such a plan, declaring that its adoption will be the only effectual means of settling a troublesome question, but she wants the island of Upolu, giving Tutuila, upon which Pago Pago harbor is located, to the United States and Savaii to the English.

IN EVEN CONDITIONS.

Columbia Fairly Out-Classed the Shamrock in the Race.

NEW YORK, Oct. 16.—The Columbia won the first race in the America's cup series today with 10 minutes and 8 seconds to spare. She beat the challenger fairly and in even conditions.

Seven attempts had been made to sail a race for the cup, and three times the boats started only to find it impossible to cover the course within the prescribed time of 5½ hours. These three unfinished races left an uncertainty regarding the relative merits of the boats which only such a decisive contest as that of today could eradicate.

All predictions have been shattered. Today's performance of the Columbia is a revelation. It was the unexpected that happened.

The Columbia's work on the wind created even a greater sensation than did the unexpected light weather performance of the Shamrock in the preceding trials.

It was a splendid victory for the Columbia, and the wide margin between the boats, sailing as they did in identical conditions of wind and water, leaves no doubt as to the superiority of the defender over the challenger.

With the most gruesome kind of weather, which detracted in a measure from the spectacular side of the contest, the two great boats had it out for the first time to a finish. It looked like no race in the early morning, and almost up to the starting time a heavy fog enveloped all, in a blanket as wet as it was dense. A breeze of about seven knots, from the eastward, gave little promise of doing more than piling higher and thicker the gray bank of mist.

There was certainly little encouragement in nature's signs. As it turned out, even the old salts, who for years have made trips down to the Hook, were fooled, and fooled badly. It was the fickleness of Old Prob over again, but this time the disappointed ones were those who did not go down to the scene of the contest.

It was not the best kind of weather for observation, and the outlook from the excursion steamers, except within a radius of about half a mile, was obscured by a heavy drop curtain of mist. However, the fleet was so small, as compared with other days, that a closer view was afforded those on board, and they were repaid for venturing out under such disagreeable conditions. To add to the unpleasantness of the weather, there was a light drizzle, which made mackintoshes and heavy wraps necessary.

As usual, the guard fleet was on hand bright and early, and, under command of Captain Robley D. Evans, did its work in the best possible manner. Of course, the smallness of the excursion fleet made the work easier. In spite of the thick weather, which prompted every captain to get as close to the racers as possible, the course was kept as clear as ever, and the boats had all the room they wanted.

One result of today's race is noticeable in the betting—a big slump in Shamrock stock has occurred, and tonight even money is not even thought of, and odds of 2 to 1 are refused.

BACK IN WASHINGTON.

Admiral Dewey Returns to the National Capital.

WASHINGTON, Oct. 16.—Admiral Dewey was five hours and 23 minutes late in his return to Washington today, but it was not his fault that he was thus behind time for once in his life. The train was delayed by the fog around New York, so that instead of arriving at 10:32 this morning, as it should have done, it did not reach the station here until 3:55 this afternoon.

Although the day of official and formal receptions for Admiral Dewey in Washington has passed, and no public welcome had been arranged for him, so that his arrival today was not marked by such demonstrations as his homecoming two weeks ago today, several hundred people had gathered in the station, and cheered him as he walked through the historic rooms to his carriage on the arm of his son and escorted by Lieutenants Caldwell and Brumby.

No representatives of the administration or of the city government met him. Having been given the freedom of the city and royally welcomed two weeks ago, he came in today like any other distinguished citizen of Washington, and as he will come and go in the future, except for the cheers of the throng in the station. He was dressed in his civilian clothes and raised a silk hat as he bowed in recognition of the applause of the spectators.

He was driven from the station to his old quarters at the Everett apartment house on 11 street, near the Metropolitan Club, where he will remain until the house to be purchased by the Dewey home fund committee, after he has made a selection from the numerous houses offered, is ready for his use. The selection of his home will be one of the first things he will do. He wants to get settled as soon as possible.

The admiral was charmed with his reception in New England, especially at Montpelier and Boston, but will be glad to rest for a while from receptions, until he goes to Atlanta to present the Georgia sword to his flag lieutenant, Brumby.

Admiral Dewey is preparing a report as a member of the Philippine commission, and will also take part with the civilian members of the commission, when they arrive shortly, in the preparation of the commission's report. In the meantime, he will be at the service of the president in giving any advice or information he may be asked respecting the Philippines and the suppression of the Aguinaldo rebellion, which he wants to see conducted vigorously.

AROUND RHODE ISLAND.

Samuel R. Owen was yesterday found guilty, after a trial in the common pleas division of the supreme court, of murdering Sadie Mathewson, June 27, 1899, and sentenced to pay the full penalty. He will be imprisoned for the remainder of his life.

The Socialist-Labor party of Pawtucket has filed with the city clerk nomination papers naming Robert A. Habershaw, of 218 Harrison street, as candidate for mayor. Candidates for school committee are named as follows: Robert F. Hunt, John H. Barker and Mrs. A. B. Stephenson. The signatures to their papers are substantially the same as to the others. Under the caucus law the names on these nomination papers will be checked on the voting lists, so that the signers may not vote at the caucuses. Robert A. Habershaw has been affiliated with the party for four years. He was born in Yorkshire, Eng., February 6, 1870, and came to this country in 1887. Mr. Habershaw is a machinist in the employ of the Potter & Johnstone Company. In 1898 he was organizer of the party in Pawtucket.

The gold and silver refinery of Donley & Straight, 236 Eddy street, has been entered three times within six weeks, the last time being Sunday noon, and yesterday Patrolmen Alfred Connors and Daily of Captain Costine's station arrested two lads on charges of being implicated. A third lad who is said to have participated in the breaks escaped. The police say they know him and will arrest him as soon as he can be located. These cases have caused some anxiety among the police.

It was learned yesterday that negotiations have been completed whereby the Atlantic Mills Corporation acquires the land and the building erected by the Union Railroad Company on Hartford avenue as a car barn shortly before the electric system was installed. The building is of brick, is four stories in height, and is about 100 feet by 90 feet. It was built on the lines of modern mill architecture, and is admirably suited for manufacturing purposes. The plant now in the Union mill building will be installed in the newly acquired property preparatory to tearing down the Union mill, on the site of which a building now in process of construction will be extended.

Schooner Gov. Ames is in Providence waiting for a crew. Sunday morning the seven hands before the mast quit work. The Ames usually carries eight men before the mast, and the seamen refused to make the trip in her until the other man was secured. The fact that the officers of the vessel were doing everything possible to secure another man had no effect on the Cape de Verders who formed the crew, and yesterday morning they followed their leader over the rail. Seamen are very scarce on the coast at present, and in Boston vessels have been waiting for several days for crews. The calm weather for the last week is holding back the vessels from Southern ports, and so is causing the shortage of seamen.

PIANOS AND ORGANS.

Saturday Bargain.

One 50c. vocal or instrumental music collection and 4 copies of any sheet music on our counter for 30 cents.

SATURDAY ONLY,

AT CRANDALL'S.

A Bargain in Piano Renting.

Wishing to place those of my pianos for which I have not room in my store I will rent a limited number for the winter at greatly reduced rates. Call and see instruments and get terms before renting elsewhere.

JOHN VARS, 126 Thames Street,
Second store south of Washington square.

WE ARE OFFERING

GREAT BARGAINS IN PIANOS

That have been rented for the season and are now coming in.

JOHN ROGERS,
210 THAMES STREET.

ESTABLISHED 1840.

FISCHER PIANOS.

RENOWNED FOR

TONE and DURABILITY.

THE WONDERFUL POPULARITY ENJOYED BY THE

FISCHER PIANO

FOR THE PAST FIFTY-NINE YEARS IS WITHOUT A PARALLEL IN THE HISTORY OF THE PIANO WORLD. DURING THIS PERIOD OVER

107,000

PIANOS HAVE BEEN MANUFACTURED BY THIS FIRM.

Grand and Upright Pianos

IN RARE WOODS AND CHASTE DESIGNS. WRITE FOR ILLUSTRATED CATALOGUE.

J. & C. FISCHER,
33 Union Square, West, between 16th and 17th Sts., New York,
—OR—
MANN & ECCLES,
347 Westminster St., Providence, R. I.

WEDDING

Presents in sterling and plate,
—AT—
PRAY'S, 90 SPRING STREET.
Wm. O. Clazier, Successor.

GOOD IN TRADE WITH G.A.W.Co. FOR 1 CENT WHEN ACCUMULATED TO AMOUNT OF $1.00

THE WORTH OF OUR COUPONS DEPENDS UPON YOUR PURCHASE. WE BEGAN ON MARCH 1 TO ISSUE A 5 PER CENT CASH COUPON THAT WAS GOOD IN TRADE WHEN ACCUMULATED TO THE AMOUNT OF $1. NOTE CUT OF SAME.

WE HAVE IN THE HANDS OF THIS COMMUNITY SOME 40,000 OF THE COUPONS THAT REPRESENT $750. THAT IS, THAT WE WANT THEM TO REALIZE ON. WE WOULD LIKE THE COUPONS TO USE. IF YOU HAVE THE $1 WORTH BRING THEM IN AND GET THEIR VALUE IN GOODS.

WE WANT TO CALL YOUR ATTENTION TO OUR LINE OF HORSE BLANKETS AND ROBES, AXES, SAWS, SO MUCH WANTED AT THIS TIME, COAL HODS, FURNACE SCOOPS, PRESERVE JARS, KETTLES, ETC., AND ABOVE ALL AN OIL HEATER. THE MILLER IS THE STOVE WE SELL—THE BEST THERE IS; NO SMOKE, NO SMELL; WE SELL IT FOR $5 AND $6.50—TWO SIZES. BUT THESE COUPONS SAVE YOU JUST 25 CENTS AND 32½ CENTS ON EITHER SIZE. WHY NOT AVAIL YOURSELF OF THIS?

IT IS JUST THE TIME NOW TO PUT IN THE FALL BULBS. WE HAVE A FINE STOCK THAT WE OFFER AT CITY PRICES. KEEP YOUR MONEY AT HOME WHERE IT MAY RETURN TO YOU.

The Geo. A. Weaver Co
19, 21 & 23 BROADWAY.

GOOD IN TRADE WITH G.A.W.Co. FOR 10 CENTS WHEN ACCUMULATED TO AMOUNT OF $1.00

BARGAINS!
For Sale—Nearly New Heavy 3 Spring Potato or Express Wagon.
APPLY TO
J. B. Buckeller, Commercial Wharf.

Wheels Crated and Shipped
OR STORED FOR WINTER.
ENAMELING, NICKLING and all kinds of Repair Work.
A FEW BARGAINS in Second-Hand Wheels.
G. G. & A. H. POPPLE, 34 Bellevue Avenue.

GOING TO BUILD?
Or fix up your old buildings?
If so, do not use common tarred paper for any purpose. It will soon dry out and become lifeless. Use *Neponset Paper*. It is odorless, clean, and economical, and although thinner than tarred paper has greater strength, toughness, and wearing qualities.
For outside covering use *Neponset Red Rope Fabric*. It is a splendid substitute for shingles and clapboards, and does not cost nearly as much.
For repairing old buildings, leaky roofs, for making warm hot-beds, green-houses, sheds, barns, henhouses, etc., *Neponset Fabric* does the business. Absolutely waterproof, windproof, and frost-proof.
For full information and samples apply to
SWINEBURNE, PECKHAM & CO.
215 Thames St., Newport, R.I.
Hardware and Lumber.
TRADE MARK

People who study their own interests and are desirous of securing the best returns for their money are taking advantage of the inducements we are offering in our

4th Annual Reduction Sale!
OF NEW AND SLIGHTLY-USED
PIANOS.

Many of these pianos are as good as new and with the reduction we make they are GENUINE BARGAINS. Pianos will be very much higher WITHIN 90 DAYS, owing to the increase in the price of iron, steel and imported material subject to duties; so one can see that a great saving can be made by purchasing now.

This sale closes October 31, 1899. Come early and make your selection. Cash or instalments.

BARNEY'S MUSIC STORE,
154 Thames Street.

SEND NO MONEY WITH YOUR ORDER cut this ad. out and send to us and we will send you OUR HIGH GRADE DROP CABINET BURDICK SEWING MACHINE by freight, C.O.D. subject to examination. You can examine it at your nearest freight depot and if found perfectly satisfactory, exactly as represented, equal to machines others sell as high as $60.00, and THE GREATEST BARGAIN YOU EVER HEARD OF, pay your freight agent the Special Offer Price $15.50 plus your freight agent our and freight charges. Machine weighs 120 pounds and the freight will average 75 cents for each 500 miles. GIVE IT THREE MONTHS' TRIAL in your own home and we will return your $15.50 any day you are not satisfied. We sell different makes and grades of Sewing Machines at $8.50, $10.00, $11.00, $12.00 and up, all fully described in our Free Sewing Machine Catalogue; but $15.50 for this DROP DESK CABINET BURDICK is the greatest value ever offered by any house.

BEWARE OF IMITATIONS by unknown concerns who copy our advertisements, offering unknown machines under various names, with various attachments. Write your friend in Chicago and learn why we are reliable and honest. Illustrations show every MODERN IMPROVEMENT, EVERY GOOD POINT OF EVERY HIGH GRADE MACHINE MADE, WITH THE DEFECTS OF NONE. Made by the best workers in America, from the best material money can buy.

THE BURDICK

$15.50 — This shows the machine closed ready for use as a center table, stand or desk.

$15.50 — This illustration shows the machine open with full length table and head in place for sewing.

SOLID QUARTER SAWED OAK DROP DESK CABINET, piano polished, closed (head dropping from sight) to be used as a center table, stand or desk, the other open with full length table and head in place for sewing. 4 fancy drawers, latest 1899 skeleton frame, carved, paneled, embossed and decorated cabinet finish, finest nickel drawer pulls, rests on four casters, adjustable treadle, genuine Smyth iron stand. Fixed large High Arm head, positive four motion feed, self-threading vibrating shuttle, automatic bobbin winder, adjustable bearings, patent tension liberator, improved loose wheel, adjustable pressure foot, improved shuttle carrier, patent needle bar, patent drop guard, head is handsomely decorated and ornamented and beautifully nickel trimmed. GUARANTEED the lightest running, most durable and nearest noiseless machine made. Every known attachment is furnished and our Free Instruction Book tells just how anyone can run it and do either plain or any kind of fancy work. A 20-Years' Binding Guarantee is sent with every machine.

IT COSTS YOU NOTHING to see and examine this machine, compare it with those your storekeeper sells at $40.00 to $60.00, and then if convinced that you are saving $25.00 to $40.00, pay your freight agent the $15.50. WE TO RETURN YOUR $15.50 if at any time within three months you say you are not satisfied. ORDER TODAY, DON'T DELAY. (Sears, Roebuck & Co. are thoroughly reliable.

Address, SEARS, ROEBUCK & CO. (Inc.) Chicago, Ill.

PUBLIC LAWS, PASSED AT THE JANUARY SESSION, 1899.

[The Chapters of the Public Laws are numbered continuously from the General Laws, Revision of 1896.]

CHAPTER 683.

AN ACT Establishing the Boundary Line Between the State of Rhode Island and the Commonwealth of Massachusetts, From the Northeasterly Corner of the State of Rhode Island, at Burnt Swamp Corner, Southerly to the Sea.

(Passed May 26, 1899.)

It is enacted by the General Assembly as follows:

Section 1. The boundary line between the State of Rhode Island and Providence Plantations and the Commonwealth of Massachusetts from the northeasterly corner of said state of Rhode Island, at Burnt Swamp Corner, southerly to the sea, shall be and hereby is fixed and established agreeable to a report of a commission appointed by the two states for that purpose, as follows: Beginning at bound 1, known as "Burnt Swamp Corner," a granite monument marked Mass.—R. I.—1861—1883—1898, standing at the northeast corner of the state of Rhode Island, between Wrentham and Cumberland, in latitude 42 deg. 01 min. 08.35 sec. north, and longitude 71 deg. 22 min. 54.51 sec. west from Greenwich; thence on an azimuth of 0 deg. 02 min. 40 sec., 45,099.4 feet to bound 39, a granite monument marked Mass.—R. I.—1897, set in concrete masonry, standing on the east bank of the Blackstone river in latitude 41 deg. 53 min. 36.91 sec., and longitude 71 deg. 22 min. 54.98 sec., and marking the corner of Attleborough, Cumberland and Pawtucket; thence on an azimuth of 240 deg. 59 min. 29 sec., 11,763.7 feet to bound 53, a new granite monument marked A.—P.—S.—Mass.—R. I.—1898, standing about 42 feet east of the east bank of the Seven Mile river, in latitude 41 deg. 53 min. 55.11 sec., and longitude 71 deg. 20 min. 21.35 sec., and marking the corner of Attleborough, Pawtucket, and Seekonk; thence, on an azimuth of 5 deg. 20 min. 40 sec., 6,144.9 feet to bound 53, a new granite monument marked Mass.—R. I.—1898, standing near the high water line on the east bank of the Ten Mile river, between Central avenue and Brook street, in latitude 41 deg. 52 min. 51.67 sec., and longitude 71 deg. 20 min. 23.92 sec., and marking a corner of Pawtucket and Seekonk; thence, on an azimuth of 245 deg. 03 min. 52 sec., 7,240.7 feet to bound 54, a new granite monument marked Mass.—R. I.—1898, standing east of the Ten Mile river and south of the India Point branch of the New York, New Haven and Hartford R. R., in latitude 41 deg. 49 min. 23.58 sec., and longitude 71 deg. 20 min. 52.87 sec., and marking a corner of East Providence and Seekonk; thence, on an azimuth of 337 deg. 20 min. 00 sec., 5,312.1 feet to bound 76, an iron bolt in the centre of a stone pier of an old bridge over Runnin's river, on the north side of Warren avenue near Luther's Corner, in latitude 41 deg. 48 min. 30.87 sec., and longitude 71 deg. 20 min. 23.30 sec., marking a corner of East Providence and Seekonk; thence, through the centre or middle of Runnin's river as the same is at low water, 14,508 feet to corner 77 at a point in the river (distant 115 feet from bound 78, a new granite witness monument, marked Mass.—R. I.—1898, in latitude 41 deg. 46 min. 50.12 sec., and longitude 71 deg. 19 min. 42.88 sec.), where the state line from Birch Swamp Corner passing through Monroe's Corner produced intersects the centre line of the river, in latitude 41 deg. 46 min. 50.68 sec., and longitude 71 deg. 19 min. 44.20 sec.; marking a corner of East Providence and Seekonk; thence, on an azimuth of 299 deg. 31 min. 57 sec., passing through said bound 78, being a line stone also between East Providence and Seekonk, 21,133.8 feet to bound 92, a granite monument marked Mass.—R. I.—1861—1898, known as the "Birch Swamp Corner," standing in the woods south of King's Rock, in latitude 41 deg. 45 min. 07.67 sec., and longitude 71 deg. 15 min. 41.56 sec., and marking a corner of Swansea and Warren; thence, on an azimuth of 336 deg. 33 min. 12 sec., 17,252.6 feet to bound 102, a new granite monument marked Mass.—R. I.—1898, standing at the high water line in latitude 41 deg. 51 min. 45.55 sec., and longitude 71 deg. 20 min. 04.25 sec., and marking a corner of Pawtucket and Seekonk; thence, on an azimuth of 19 deg. 31 min. 11 sec., 6,938.6 feet to bound 64, a new granite monument marked Mass.—R. I.—1898, standing near the east bank of Central pond and north of the road leading by Central Mills, in latitude 41 deg. 50 min. 40.91 sec., and longitude 71 deg. 20 min. 24.39 sec., and marking a corner of East Providence and Seekonk; thence, on an azimuth of 329 deg. 22 min. 28 sec., 3,815.3 feet to Bound 67, a new granite monument marked Mass.—R. I.—1898, standing in Bridgham's woods east of the Ten Mile river, in latitude 41 deg. 50 min. 08.50 sec., and longitude 71 deg. 20 min. 09.21 sec., and marking a corner of East Providence and Seekonk; thence, on an azimuth of 42 deg. 32 min. 59 sec., 3,942.4 feet to bound 70, a new granite monument marked Mass.—R. I.—1898, standing at Hunt's Mills east of the Ten Mile river near the East Providence water works, in latitude 41 deg. 49 min. 39.81 sec., and longitude 71 deg. 20 min. 41.42 sec., and marking a corner of East Providence and Seekonk; thence, on an azimuth of 27 deg. 37 min. 14 sec., 1,736.4 feet to bound 71, a new granite monument marked Mass.—R. I.—1898, standing on the north side of Taunton avenue,

MARCONI'S SYSTEM.

Tests of Wireless Telegraphy by the Army and the Navy.

The United States government is deeply interested in the result of the experiments now being made with the Marconi system of wireless telegraphy in connection with the reporting of the international yacht races off Sandy Hook. These tests are being closely watched by representatives of the government, and are, in fact, merely preliminary to more severe and extensive tests to be conducted by the inventor in person under the supervision of military and naval experts. The vast possibilities of the system for the purposes of the government are recognized and appreciated by the federal officials, and they have arranged for a practical demonstration of its utility and merits.

General Greely, chief of the signal service of the army, and Admiral Bradford, chief of the bureau of equipment of the navy, are the leading representatives of the government. In fact, it was largely through the personal efforts of General Greely that Professor Marconi was induced to come to the United States at this time to conduct the proposed experiments. As already indicated, the reporting of the yacht races is only preliminary to the more important work which M. Marconi will be called on to perform for the government in the next few weeks.

In addition to the investigation now in progress by a board of naval officers, Admiral Bradford will endeavor to arrange with the inventor to duplicate the British fleet manoeuvers of last summer, with a view to the use of the system in blockading operations. In furtherance of this plan it is probable that cruiser New York and battleship Texas will be equipped with the necessary instruments and a shore station established at Atlantic Highlands near New York. The naval experiments will be made under the general direction of Rear Admiral Farquhar, in command of the North Atlantic squadron. He is thoroughly interested in the scheme and will do all he can to contribute to its success. He will have the assistance of Admiral Bradford and the officers who have been making a special study of the subject.

One of these officers is quoted as saying that the yacht race reports have shown that the system is practicable for general operation at sea, and that a practical test is all that is needed to demonstrate its utility for naval and military purposes. If the tests are successful the system will be adopted by the government and the military and naval forces in the Philippines will be speedily supplied with the necessary instruments and apparatus.

It will also be found of great advantage in the operations of the lighthouse and life-saving establishments, and its use by merchant vessels for shore communication in case of disaster and even under more ordinary circumstances would naturally follow.

According to one authority the establishment of the system on all ships and at all lighthouse stations and dangerous points along the coast would prevent shipwrecks; the confused mariner could locate his ship in a storm, and distressed vessels could be quickly aided. The English and Italian governments have already adopted the wireless apparatus and are using it with great success. It is therefore not improbable that the United States will follow their example. The main advantage of the wireless system in coast work is said to be its ease of operation in motion in all kinds of weather and in spite of such obstacles as rock, cliff, hill, wood or water. The ordinary means of communication are entirely unsuited to some of the important kinds of work which are said to be easy of accomplishment by the Marconi system. Wires cannot be used between moving objects, but with the Marconi system it is said to be entirely practicable to flash messages from moving ships, railway trains, balloons, etc.

The experiments to be conducted by the War Department are intended to demonstrate the applicability of the wireless system in the improvement of the signal service of the army for special use in time of war. These experiments will be made at New York after the conclusion of the yacht races and will be conducted under the supervision of General Greely, the chief signal officer.

An officer of the corps has made the following statement in regard to these tests:

"A proving ground is being selected for the purpose, and balloons are being fitted out for some new and fascinating experiments at extraordinary high altitudes. These air-vehicles will be small, capable of lifting only 40 or 50 pounds, but will be ample to support the necessary wires and fixtures. It will not be necessary to send any men or instruments aloft. This by itself will be a great advantage over present methods. The most dangerous post in the signal service, if not in the entire military organization, will thus be eliminated.

"These balloons will be sent up to various altitudes. They will be employed instead of the high poles which M. Marconi has hitherto used. Some of them will be covered with tinfoil; others will carry up plates such as are now attached to the tops of poles. A few of the famous weather bureau kites will also be used. Since the height to which these aerial craft can be sent is great, the distance over which wireless communication is now possible will be enormously multiplied, provided sufficient potentials can be generated.

"With the pole experiments the limit thus far appears to be beyond 80 miles, twice the distance of the first telegraph line using wires. While M. Marconi was working in Europe it was supposed that provision had to be made to overcome the curvature of the earth, but this no longer seems necessary. I understand that the 80-mile message was sent from a station only 70 feet high, although the curvature of the earth was 1,000 feet. Theoretically, balloons will make the space possibilities almost limitless. According to the old formula providing for the earth's curvature, two balloons, each 1,000 feet high, should send messages 2,500 miles."

It is not at all improbable that the Commercial Telegraph Company may find in the Marconi system a powerful weapon with which to fight the monopoly now abused by the Western Union Telegraph Company, in the matter of communication between the United States and Cuba. Up to this time the Western Union has kept that field entirely to itself through an old grant from the former defunct Spanish regime in Cuba, and frustrated the plans of the Commercial company to extend its lines to Cuba by persuading the officers of the government that they had no legal right to grant the Commercial company the privilege of landing its cable on the shores of Cuba. In case the latter company secures no relief from Congress in the matter of landing its cable, it is possible that it may resort to the wireless system to establish connection between Key West and Cuba. It is said that the officers of the company are making a close study of the system with that object in view in case of extremity.

In a recent interview Mr. Charles Cuttriss, an expert of the Commercial company, made the following significant statement:

"The wireless telegraph is one of the greatest inventions of the age. As to its practical application, it will have a field entirely its own. Wireless telegraphy will not interfere with existing systems of telegraphic communication. It will never take the place of submarine cable or land telegraph lines.

"But it will afford an invaluable means of communication between places where the maintenance of telegraph wires would be impracticable. Wireless telegraph stations could be established on outlying towns and islands. Passing ships that had the wireless equipment could send messages to these stations and they in turn could send them to their destinations by the ordinary method. Vessels could receive messages from shore and could communicate with one another and give warning if in distress. In this way alone the system would be of inestimable value.

"The cost of equipping vessels with the Marconi system would not be great. It would be a great convenience and a great safeguard if all ocean liners were provided with instruments."

Colonel Allen James, acting signal officer in the absence of General Greely, has also apparently given the same subject serious consideration. Discussing the proposed balloon experiments recently he said:

"The value of wireless telegraphy increases as the square of distance. Thus, if a message can be sent 50 miles and given a value, for instance, of two, its dispatch over 100 miles would make the system worth four. Should the system operate satisfactorily over 100 miles, communication by wireless telegraphy could be maintained between Key West and Cuba, between the islands of the Hawaiian group and between some of the islands of the Philippine archipelago.

"The best results with the system have thus far been obtained over water. No satisfactory results have been secured over wooded country. Naturally we are hopeful that the experiments will show that the system can be operated on land. It will then be highly valuable in maintaining communication between operating columns, between such columns and their base and between besieged and their friends. In case the system proves successful, instruments and the necessary appliances will be sent to Manila."

In a recent interview Professor Marconi was asked to state the possibilities of his system. "As to the possibilities," said M. Marconi, "I have a great deal of serious and hard work to do before I want to say much about them. I am working now on a system of electric syntony, by means of which I can so tune my aerial instruments that my messages may be directed along parallel rays and be received only by the proper instrument. Of course, at the present time only my own instruments can receive my messages, but I want to so differentiate and direct the waves that any number of instruments may be used and each receive different messages. The only limitation on directed messages would be the curvature of the earth, directed waves stopping and undirected waves going on around. Directed waves would be of great value in coast signal work. For instance, a revolving reflection on a dangerous place would make its impulse felt within its radius on any ship fitted with a receiver."

"How about work on land?" was asked.

"No difficulties as to rights of way," he said, with a laugh. "The system ought to be of value in railway use. Collisions could be prevented, at any rate. In case of war we could do away with the war balloon system of signalling from corps to corps. Moreover, the enemy could not cut nor tap our wires, and find out what we were saying. In England the lighthouses are already using the wireless telegraph. My plan is to have all ships equipped with signaling machines and deflectors. It will then be possible to send the signaling currents all in one direction instead of broadcast as is now done. The deflectors will be revolved about the mast, and as the currents reach the point from which they are sent to the receiver an indicator will ring and the pilot may steer his vessel along a safe course, being guided by signals from shore."—[Washington Star.

MENU FOR WEDNESDAY.

That which I would discover the law of friendship bids me conceal.—[Shakespeare.

Breakfast.

Grape Fruit. Boiled Rice.
Fried Smelts, Fine Herb Sauce.
Potatoes. Bacon. Cress.
Rolls. Coffee.

Luncheon.

Macaroni, Tomato Sauce.
Brown Bread and Butter. Cheese.
Tea.

Dinner.

Tomato Soup.
Steak, Onions.
Stewed Okras. Potatoes. Escarole Salad.
Rice Fritters.

Stewed Okra. Select 50 small, tender okras; cut both ends and wash them well; have ready a well buttered saucepan, put the okras in it, salt and pepper, a green pepper chopped fine and a pint of tomato sauce; cover, cook slowly for half an hour and serve with the sauce.

HOW KRUGER IMPRESSES THE BOERS.

The two latest anecdotes about President Kruger are given by the Cape Times in a recent issue of that journal. The first is illustrative of the kind of incident upon which Oom Paul's reputation among a number of his burghers as a Solomon rests, and the other is proof that the old gentleman is fond of playing a practical joke on the more illiterate section of his admirers:

Two brothers had inherited a large farm, which they were anxious to divide. But the one did not trust the other, and in the end they went to Pretoria to ask the president for his advice, which was that the elder should make the division and the younger should have the right of selection. Their fellow burghers remarked, "There is no question of it, the old president's equal is dead."

The second anecdote is briefly as follows: Half a dozen back country Boers had come to Pretoria to see the wonders of the capital. With characteristic familiarity they paid the president a visit at the early coffee drinking hour, and later on, during the day he showed them over the Government buildings. In one of the rooms an electric lamp was burning; and as they were passing out the president, with his hand on the switch or button, asked them to blow out the light from where they stood. The one after the other drew a deep breath, blew out his cheeks and sent forth a tremendous puff, but all in vain, the light burning steadily as before. Then the president bade them look, and blowing out his cheeks, slyly turned the switch, blew, and out went the light. The Boers were amazed, and as they left the buildings one of them, who had been more observant than the rest, remarked, "The president must have a wonderfully strong breath, for, did you notice, the light was entirely inclosed in glass."—[London News.

A PROMISING METAL.

A light-weight alloy that seems to be in favor in France for cars, automobiles and other products is partinium, a mixture of aluminum and tungsten in varying proportions. Cast partinium has a specific gravity of about 2.80, which is increased to 3.1 by rolling. While much cheaper than aluminum, the alloy is claimed to be much stronger, and it is but little heavier. In works at Puteaux it has been used for very speedy motor cars, the bodies being entirely constructed of the alloy, and for various purposes on steam vehicles.

Robert Treat Paine, who is running for governor of Massachusetts on the Democratic ticket, may need the exercise.—[Chicago Record.

NEW ENGLAND'S WELCOME.

Bred in the patient hills, but trained on
the restless sea,
Thou man of storm and calm, New England
welcomes thee.
Puritan bone and thew, with New
World flesh and fire,
The fathers' gift and the ages' wealth
have granted thy desire.
Oh blue of the striving sea and green
of the smiling hills
Tint the robes a mother wears when her
cup of gladness fills.

Mother of kings am I, and Queen of the
Eastern sea;
I have sent my sons across the land to
hold it all for me.
They have reached the Western sea;
they stand on its misty shore;
Nor yet is their duty done, not yet is
their labor o'er.
Across the further sea the East meets
the glowing West,
Round the world from East to East my
boldest son has pressed.
He has planted a potent seed, whose
sprout comes up amain,
And soon in a foreign soil my harvest
will wave again.

Now back to the curving hills, back to
the gilded dome,
The focus of all New England welcomes
her hero home.
Though fair is the fertile West, and the
South is true and bold,
Best of all to a sailor's eyes are the waiting hills of old.
Though the Yankee is shrewd and cool,
and his heart hid far below,
His love glows hot when the spark has
caught, and burns forever. So,
Sons of the ancient breed and sons of
adoption tried,
Saxon and Latin and Celt and Dane who
stand at my sturdy side,
Hang out the flag he loves, shout as he
rides along.
Good is a battle yell, but better a victor's
song.
Calm of the lasting hills, and force of
the shifting sea,
Man of action and mind, New England
welcomes thee.

—[Philip E. Stanley, in the Boston Herald.

FANCIES.

"Some other day," sweet Daphne sighed,
"I'll tarry, listening, at thy side."
Beware, sweet Daphne! This is true:
Some other day I may not woo.

—[Chicago Record.

He—Yes, she made a fool of me.

She—I wonder why it is a man never recovers from a thing of that kind?—[Brooklyn Life.

Fond mother—What do you think baby will be when he grows up?

Exasperated father—I don't know; town crier, likely.—[Tit-Bits.

After all, why should not a dog's life be a merry one? Just think of the money that is all the time going to the dogs!—[Boston Transcript.

Mrs. Newrich—That is the founder of our house! My first ancestor!

Mrs. Upperten—How sad he looks!

Mrs. Newrich—Yes; you see, the poor fellow had no ancestors!—[Puck.

He—What allowance do you think your father ought to make us when we are married?

She—Well, if he makes allowance for your faults, I think he will be doing all that can be expected of him.—[Harlem Life.

"What's dat you wah singin'?" asked the old man.

"Dat's de lates' coon song," answered Mr. Erastus Pinkley.

"Well, you oughter go on 'bout yoh work, stid o' makin' yohself laughable tryin' to imitate white folks' ways."—[Washington Star.

Mr. Bragg—I got a wireless message from San Francisco this morning.

Mr. Wise—But I didn't know Marconi's system would carry so far.

Mr. Bragg—Marconi didn't have anything to do with it. It came by mail.—[Baltimore American.

"Papa fell over my express wagon this morning," said Willie; "my, it was funny—I laughed till I cried."

"Did yer?" said Tommy.

"Yes," replied Willie; "papa caught me laughin'."—[Philadelphia Record.

Father—You seem to have no idea whatever of the value of money!

Son—No idea whatever! Why, dad, I'll bet I can mention a thousand different ways of spending it that you never dreamt of!—[Puck.

LOUISE IMOGEN GUINEY.

Of the younger writers of verse, Miss Guiney is one of the most valued and most widely read. She has contributed verses to almost every one of the best magazines and newspapers, and her lyric work, major or minor, has a freshness, an undefinable quality of vigor, and a joyousness that find an echo in the heart.

She was born and lived for many years in Boston, but her present home is in Auburndale; for nearly four years she was postmistress there, and has been able to work but intermittently ever since.

For some time she attended a private school in Roxbury and the Everett school, but received the most important part of her school training at the Convent of the Sacred Heart, called Elmhurst, in Providence. Her subsequent training was much more classical and scholarly than is usual for girls, and she has to a very important degree supplemented this good discipline by travel and her own wise choice of books.

Her books are her treasures, including as they do many rare volumes; and her little study, with its books, casts, pictures, and other objects, valued because of their associations, indicates her tastes better than could anything else.

Miss Guiney received her first money for her literary work from Arlo Bates in behalf of the Boston Courier, and made her first appearance of importance in the Atlantic Monthly.

Since then she has issued several volumes of essays and of verse, and her latest book is entitled "The Martyrs' Idyl, and Shorter Poems."

"I think there is no young poet with the outlook that Louise Imogen Guiney has," wrote Harriet Prescott Spofford in 1894, "for to her belong youth, health, power, apprehension of beauty, of romance, of heroism, love of music and laughter, store of curious learning, and the temperament of a creature made of fire and dew and of imagination all compact."

This prophecy is being fulfilled by her continued successes.

THE THANKSGIVING PALL MALL.

Unusual interest attaches to the Thanksgiving (November) number of the Pall Mall Magazine for its large and increasing circle of American readers. One of the contributors, Mr. William Archer, who has shown deep interest in American subjects, nice appreciation of American character and peculiarities, amiable criticism of American follies and a grasp of his subject at once pleasing and convincing, in November begins a series of articles which will be read with deep interest, under the title of "The American Stage." The frontispiece of the number will be "The Holy Family," after a picture by Botticelli, in the Louvre, and will be desirable for preservation. Mr. Parker writes entertainingly of "The Eye of the Needle," and Mrs. Steel's charming Indian story, "The Hosts of the Lord," will be continued.

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If you suffer from constipation you must be cured before you can enjoy life. Many women suffer from this trouble, and it is the cause of many more serious troubles.
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The Newport Journal contains the best matter in the Daily News each week, and will be sent anywhere in the United States, postage paid, for $2 a year in advance. Requests for change of address should give old address as well as the new.

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Advertisements, without special position, $1 a square for the first insertion and 25 cents for each continuance. Ten lines, or less, nonpariel type (or five-sixths of an inch) make a square. Advertisements of five lines or less are taken at about one-half these rates. A discount is allowed on all advertisements ordered in the Daily for more than one week, or when both papers are used.

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PRINTING.

The News has six steam presses and has a large and well-appointed job office.

Newport Daily News

TUESDAY, OCTOBER 17, 1899.

THE PRESIDENTS POLICY.

People are complaining very seriously, especially the opponents of President McKinley, that he has not announced a specific policy in regard to the Philippines. He has, heretofore, said that as that matter was in the province of Congress only he was willing to leave it there and consent to whatever provision it might take. This was but the natural outcome of the whole subject, for he could not be supposed to represent the legislature of the country to which he is subject. This was really a sound policy to adopt. The President must of course be in earnest in supporting the flag, and the semblance of authority which he has established in the Philippines, but when it comes to the rights of the people of this country he must yield to his superiors in authority.

President McKinley takes the same position, as we understand it, of yielding to Congress, but he has announced a policy of his own, which he endorses and recommends. He does not outline the exact form of the new government to be set up in the Philippines, but expresses himself as of the opinion that the islands should become a part of our territory, that they should have an independent government under the direction of their own people as represented by Aguinaldo or any one else, but that they shall submit to suzerainty on our part. In view of the $20,000,000 that we have paid in money, and great sacrifices which we have made to deliver them from the oppression of Spain, it is reasonable that we should demand a protectorate there, and also in line with the policy of nations elsewhere.

While advocating this policy to its fullest extent, the President would give assurances that the people should have the largest liberty in their own affairs compatible with the exercise of sovereignty on the part of our own government. He does not believe, nor do any others believe, that the Filipinos are qualified for self-government without special supervision. It is his opinion that if the United States does not absorb the country some other nation will, and that it may be to the great disadvantage of the Filipinos, as was the Spanish sovereignty. Very naturally he infers that as we have been to the trouble and cost of winning practical independence, America is entitled to any benefits accruing therefrom.

We confess that we would be clear of the whole business if it could be done with honor to the flag and the country. We do not believe that the game is worth the candle, but as we have proceeded so far there is no way of receding except by a disgraceful abandonment of the whole business, as Edward Atkinson advises. This we can never do, according to the traditions of our flag, which must be carried in honor, and not in disgrace, to every nation in the world.

The islands are to be American territory. It does not follow from this that all are to have a similar form of government. The President is careful not to commit himself on this point. He gives the hardly necessary assurance that they "will not be governed as vassals or slaves," and the inference is that, being governed by a free people, they will have the blessings of a free government in everything but the right to conduct it themselves. Our nation, and one of their own constituting, is to decide what form this free government shall take. It is here that the important change is to take place with them, and, we may add, with our own government as well. Their new era is to be that they are no longer to live under the harsh exactions of Spain; ours that we shall establish a governing power over a far-away people, who shall not be, either in the present time or in the contemplation of a future time, a part of the governing power of the United States.

LYNCHING.

The people of the South are wedded to lynching processes and do not propose to be cut off from the indulgence of that luxury. It was supposed that the South Carolina law, which makes the counties liable to damages in case of lynching, might prove to be a good thing, for people are not inclined to pay for their sport. But it is not so big a thing as was intended, because of the disposition of the people to return verdicts not in accordance with the facts. A case in point is just at hand. Lawrence Brown, a negro, was charged with incendiarism and acquitted. An Orangeburg county mob then lynched him. His relatives sued the county for $10,000, and the jury found for the county. The supreme court sent the case back for a new trial, as the finding of the jury was against the evidence, but the re-trial has brought the same verdict. It seems to be another illustration of the truth that the law cannot rise higher than its source.

STEAMBOAT ACCIDENTS.

Complaints are made that the passengers were not well handled on the burning boat that was lost Saturday morning while on her voyage from New York to Bridgeport. The New London Day is of the opinion that the loss of life on the Nutmeg State was almost entirely due to lack of management. The water was smooth and the distance from the shore not great, and the Day very naturally raises the question whether this destruction of life may be possible on other lines for the same reason. It appears that the Nutmeg State picked up its freight handlers, as do some others, in a promiscuous manner, and they were not an over choice lot and had no special training for the business. When the crisis came they were insubordinate, and overruled largely the officers of the boat, so as to bring confusion out of what should have been order. It will be agreed by most people that nobody should be an employe on a steamboat without some fitness for the position, and that it should extend to such emergencies as this.

Some one has said truly, and the fact deserves to be emphasized more strongly than it is, that the existence of class in America is in fancy only. Every American has an equal opportunity, and he may rise and sink as he may see fit to use the opportunity at hand. He may be of the class that earns or wastes. Our family ties run clear to the bottom, measured by worldly prosperity. Between the mechanic and the millionaire there is no distinctive title save that which nature and good fortune have conferred. We in America, observing the lines upon which older civilization has progressed, and which with mental work and mental influences has created civil society and material wealth, which has raised the people from savagery, may well hope to extend our civilization in the Western hemisphere—even to the land of the banana.

More interest was exhibited today than yesterday over the boat race, and the crowd in front of the News office was as enthusiastic as ever until word was received that the Shamrock had met with an accident, when almost every one expressed deep sympathy for Sir Thomas Lipton. Of course we want the Columbia to win, but we would like an open contest in order to furnish the keenest pleasure. We trust the accident is not so severe that the races may not be continued, though there is little hope now for the Shamrock, as she must win all the other races in order to take the cup.

The Philippine archipelago, Uncle Sam's latest acquisition, is larger than the combined area of New Jersey, Delaware, Maryland, Virginia, North Carolina, South Carolina and the District of Columbia. It exceeds in area all the New England states. It is almost as large as Washington and Oregon combined, and greater than Ohio, Indiana and Illinois united. Three times larger than New York and 3½ times larger than the state of Ohio.

We should hurry up the troops for the Philippines with great vigor. Recent advices indicate a disposition, on the part of Aguinaldo, not to wait for us. Several towns are threatened with attack, and it may not be impossible to have a successful onslaught if we attempt too much at present.

John Sherman, honest man as he is, sees nothing strange in the thrift which enabled Captain Carter to save half a million dolars in five years on a salary of $225 a month. But he ought to know that there is some great mystery in it, such as only an Ohio man has gumption enough to solve.

Dr. Lorimer of Boston, in his address at Central Music hall at the close of the Chicago festival, remarked that if he had to choose between the declaration of independence and the Philippine islands he would take the declaration. What's the matter with taking both?

The Forty-sixth regiment of the United States volunteers started from Framingham, Mass., yesterday for Manila—which is a more powerful factor in favor of expansion than any argument furnished by Atkinson and Winslow.

John R. McLean of Washington, Democratic leader for governor of Ohio, never loses an opportunity to make political capital. On learning that the Ohio militia would not be able to attend the Dewey celebration, he agreed to pay one half their expenses.

The Brockton Times says: "There is a healthy stimulation to life in such incidents as the ovations being tendered to Admiral Dewey. They lift one temporarily out of the commonplace groove of existence."

It is to be expected that Congressman Roberts and the Sultan of Sulu will watch each other with some jealousy to see whether this government discriminates on the polygamy question.

Steamer Gaelic, from the Orient, brought a cargo valued at $3,000,000 on her last voyage. This is certainly indicative of what may be done in the contingencies of expansion.

LIMIT OF SPEED BY STEAM.

"I read a piece the other day," said an old locomotive engineer, "in which a New Orleans railroad man said that 150 miles an hour was one of the possibilities of future travel. I venture to disagree with him, and I'll tell you why—he doesn't take into account the human machine in the cab. I don't doubt but they will build engines that can stand a 150-mile gait, but they can't build the engineers.

"On a fairly good roadbed one notices very little difference between 25 and 50 miles an hour. I mean the strain on the nerves isn't very materially increased, but anything above that limit is the pace that kills. The sensation is simply indescribable in words. It seems to jar every separate fiber in the body, and the tension is so terrible that one is apt to feel the effect for days. The average man can't stand many spurts at even 65 miles an hour, let alone 150. He comes out of such an ordeal all broke up, and jumps when he hears unexpected noises, like a hysterical woman. My own theory is that the effect is produced mainly through the sight. You have to look straight ahead, but at the same time you see the things whizzing past on both sides out of the tail of your eye, and it is as if something had hold of the optic nerve and was pulling it out like a rubber band. That's a pretty clumsy explanation, but it's as near as I can come to it. Many's the time I've staggered when I got up from my seat in the cab.

"That thing of staring straight ahead," continued the engineer, "is bound to get on any man's nerves in the course of time, particularly during night runs. One sees queer things, and I've had some scares in my life that would have turned my hair as white as milk if hair really turned white that way. The worst trouble is with shadows. It's no uncommon thing for a bird to flit across the headlight and throw a shadow down the track as big as a box-car. Of course, it's gone in an instant, but in just that heartbeat the nerves have been given a shock that they may not recover from in a week. I've had that happen to me several times. I would be tearing along at a 55 or 60-mile clip when all of a sudden something big and black would boom out of the dark right between the rails and not four telegraph poles ahead. Next second I would know it to be the shadow of a bird, but as far as I was concerned the mischief was already done. I had had a vision of sudden death and a sledge-hammer blow on every nerve centre in my system.

"The new electric headlights are worse than the others as spook producers. They cast such sharp shadows that a bug moving over the glass will make you think a cow is lying just in front of your pilot. I owe electric light bugs a number of grudges for little jokes of that kind and my experience isn't in the least unusual. All engineers go through the same thing. The man who was never scared is a man who is careless of the lives intrusted to his vigilance, and such a fellow isn't fit to be in the business. These are things that make me doubt the practicability of 100 miles an hour and the possibility of 150. God help the engineer of such a train! He would go mad in a week."—[New Orleans Times-Democrat.

FINANCIAL REFORM AT THE VATICAN.

There is great agitation in the Sacred College and generally among exalted prelates owing to certain reforms which the pope has just initiated. From time immemorial cardinals and others in high places in the church have been allowed to hold three, four and even five posts, each of course carrying a stipend. There have been few cardinals whose incomes have ever been less than four times the actual salary of a cardinal. The pope has suddenly abolished this system. Instructions have been issued that henceforth the maximum stipend of a prelate shall not exceed 12,000 lire and of a cardinal 25,000 lire, and the surplus revenues of pluralists above the sums specified shall be paid into the Vatican treasury for the general purposes of the church. When it is remembered that some cardinals enjoy incomes of 100,000 lire and some prelates as much as 70,000 lire, it is evident that the Vatican treasury will benefit by hundreds of thousands annually.

It is currently reported that this sweeping reform is due to investigations made by the pope's orders as to the extent to which the church has lately benefited by the wills of certain wealthy cardinals. The inquiry is said to have elicited the fact, which the pope at first refused to believe, that for 20 years past, during which a number of cardinals have left large fortunes, not one member of the Sacred College has bequeathed money to the church, while bequests to hospitals, etc., have been made on a most insignificant scale.

The pope has further shown his interest in the financial affairs of the church by having the Vatican's art treasures valued by professional experts, who have just completed their labors. The contents of the great picture gallery are valued at 70,000,000 lire. Raphael's "Transfiguration" is reckoned to be worth 6,000,000 lire; the Borghian museum, 56,000,000 lire; the numismatic collection, 22,000,000 lire; the Borghia museum 16,000,000 lire; the Vatican library, 200,000,000; what are described as the church's secret archives, 80,000,000 lire. In short, the whole of the art treasures within the Vatican are declared to be worth 600,000,000 lire. The ancient furniture is valued at 24,000,000 lire; the tapestry and other stuffs at 6,000,000 lire; sacred objects, 50,000,000 lire; jewelry and precious stones, 70,000,000 lire, of which twelve millions' worth is the personal property of the present pope. The Cathedral of St. Peter, with its statuary, other marbles, mosaics, sacred objects, etc., is valued by the same experts at 400,000,000 lire.

STIMULUS TO ORIENTAL TRADE.

Every one who has visited San Francisco this year has been impressed with the great increase of business activity and the signs of prosperity and growth which are seen on all sides. This is largely due to the immense stimulus given to the Oriental trade by the acquisition of the Philippines and the large trade fostered by the war. There have been no complaints of lack of employment this year. In fact, labor is so scarce that much of the railroad construction has been abandoned for lack of men, and the fruit growers have complained of inability to hire skilled labor for gathering and packing their harvest. Merchants are carrying larger stocks, and all report a great increase in orders. In shipping there is a scarcity of tonnage, and in the Oriental trade there has been an unprecedented boom. Statistics show this revival of trade better than any general statements.

The total clearings for September were $85,352,430, against $69,372,815 for the same month last year, a gain of $15,500,000. The increase of business over last year is fully 23 per cent. Exports last month were $4,490,782, an increase of $447,823 over the same month of last year. These were exclusive of government exports. Ten government transports sailed for Manila last month, carrying merchandise worth $1,725,000. In nearly all lines of business a substantial increase is shown, and in groceries, boots and shoes, pork, meats and canned goods the demand has been so great that in many instances it could not be supplied.—[San Francisco Despatch to New York Tribune.

NOVEL FIRE-FIGHTING APPARATUS.

A novel fire-fighting apparatus, in the service of the San Francisco fire department, and known as the Monitor battery, bears somewhat the appearance of a small cannon mounted on two wheels. It is an effective substitute for a water-tower, with the added advantages that it can be operated in narrow streets or alleys, is not impeded by the overhead wires, and can be used for any fire, from the basement up to the fourth floor. From a point of economy, the machine deserves mention, too, because it requires but one man and one horse, whereas a water-power takes three men and three horses to operate it. Hose from six engines may be concentrated in the battery, and the great force of water is easily handled by the operator with a lever. The total weight of the battery complete is 1,650 pounds, and, owing to its construction and free water-way, a solid stream is thrown ranging from 200 to 300 feet, according to the pressure. They have been found to be exceptionally useful in lumber-yard fires.

SITUATIONS WANTED.

WANTED—Situation as waitress or chamber-maid; good reference. Apply at 11 Dixon street.

WANTED—Situation by a respectable woman; willing to learn duties of maid for ladies or chamberwork. Address Box 49, Daily News Office.

WANTED—Situation as good cook; good Newport reference. Address Box 61, Daily News Office.

WANTED—Situation as chambermaid or waitress; good Newport reference. Address Box 60, Daily News Office.

WANTED—By a young girl, a situation at chamberwork and sewing, or would help with anything in general. Please apply at 20 Poplar street.

WANTED—By man and wife, house, or house and grounds to take care of for the winter; man a gardener. Address Box 21, Daily News Office.

WANTED—Situation for general housework or second work; references. Address Box 45, Daily News Office.

WANTED—Situation by young girl, willing and obliging, for sewing and chamberwork, or light housework. Address Box 63, Daily News Office.

WANTED—By a young man who will be disengaged in a few days, a situation as butler; can be seen at present employer's. Address Butler, Postoffice Box 172.

WANTED—Situation by competent waitress or chambermaid; best New York and Newport references. Apply 40 East Bowery street.

HELP WANTED.

WANTED—Boy about 15, to work in drug store. Address Box 43, Daily News Office.

WANTED—A good plain cook, who understands laundry work; must bring good references. Apply at 91 Rhode Island avenue.

WANTED—A thoroughly competent maid and seamstress, who can cut and fit. Address Box 7, and give references.

WANTED—A middle-aged woman to assist with housework; good home to right person. Apply at 73 Broadway.

GENERAL WANTS.

WANTED—To rent or buy, a small farm, containing 5 or 8 acres, with house and barn, in Middletown or Portsmouth. Address, stating price, Box 46, Daily News Office.

LOST AND FOUND.

LOST—Sunday, between Leo avenue and St. Mary's Church, small neck pin, set in pearls and diamond centre. Suitable reward if returned to 461 Spring street.

CAUCUSES.

Republican Caucuses.

The Republican Electors of the city of Newport, qualified to vote at Republican Ward Caucuses, are requested to meet in their respective Ward Rooms, on **Thursday, October 19, 1899,** at 7 o'clock P. M., for the purpose of nominating and balloting for the choice of Republican candidates for Warden and Ward Clerk for their respective wards, to be voted for at an election to be held on Tuesday, November 7, 1899; also to elect by ballot five (5) delegates, from each Ward, to attend a Republican City Convention to be held in the Representatives' Chamber, at the State House, on Monday, October 23, 1899, at 8 o'clock P. M., for the purpose of nominating Republican candidates for Mayor, City Treasurer, four (4) members of the Public School Committee to serve three (3) years each and one (1) member of the Public School Committee to fill the vacancy caused by the decease of Public School Committeeman Archibald B. Sayer, and to serve his unexpired term.

All of the foregoing candidates to be voted for at an election to be held on Tuesday, November 7, 1899.

The polls at the caucuses will open at 7 o'clock P. M., and shall be closed at 9:30 o'clock P. M.

By order of the Republican City Committee.

R. P. HAMILTON, Chairman.

THOS. B. CONGDON, Secretary.

To the Democratic Electors of the City of Newport, R. I.

The Democratic Electors of the City of Newport, R. I., will assemble in their several Ward Rooms on **Friday, October 20, 1899,** at 7 o'clock P. M., for the purpose of choosing Wardens and Warden's Clerk and also of electing five delegates from each ward to attend a convention of delegates to be held in State House Tuesday, Oct. 24, 1899, at 8 o'clock P. M., to nominate candidates for Mayor, City Treasurer, and four members of the school committee; and also to nominate a member of the school committee to fill the vacancy caused by the death of Archibald B. Sayer.

The polls at the caucuses will open at 7 o'clock P. M., and shall be closed at 9:30 o'clock P. M.

FRANK F. NOLAN,
Chairman Democratic City Com.

J. FRANK ALBRO,
Secretary Democratic City Com.

NOTICE.

In pursuance of a call issued by the Democratic City Committee of the City of Newport, R. I.

The Democratic electors of said city are hereby notified that the ward caucuses of Democratic electors in the several wards of said city entitled to vote upon any proposition for the expenditure of money or to impose a tax will be held in the several ward rooms in said city on **Monday, October 23d, 1899,** at seven o'clock in the evening, for the purpose of nominating candidates for the offices of Alderman and Common Councilmen in the several wards respectively to be voted on at the election in said city to be held on Tuesday, November 7th, 1899.

The above mentioned caucuses will be held at seven o'clock in the evening and the polls will be open from seven o'clock until half past nine o'clock in the evening.

DEMOCRATIC CITY COMMITTEE,
By Frank F. Nolan, Chairman.
J. Frank Albro, Secretary.

For Rent Unfurnished Or For Sale.

The premises 40 Everett street; a substantial, well built house. Will sell at a moderate price or will lease. Apply to

R. C. DERBY,
128 BELLEVUE AVENUE.

What We Will Do.

We will do your work as well as it can be done. We will guarantee to call for and deliver promptly all orders left either at the Laundry, 155 Prospect Hill street, or at our Thames street offices, 126 and 171. We will make good all damage or losses of goods entrusted to our care.

EMPIRE LAUNDRY CO.,
155 Prospect Hill Street.

We invite you to our store to hear us play

"Edison's Gem Phonographs."

We have taken an agency and shall sell them

$7.50 each.

The sound of this phonograph is equally as good as the larger machines; the difference is the price. Very respectfully yours,

THE CITY NEWS CO.
241 THAMES STREET.

Winter Board for Horses.

Practising veterinary in full charge of stable. 15 acre paddock perfectly smooth and no barbed wire. Stable ventilation perfect. For further particulars apply at BATEMAN'S.

THE WEATHER.

WASHINGTON, Oct. 17, 8 A. M.—For New England—Showers tonight and Wednesday; cooler Wednesday; fresh winds, mostly south.

FOR BOSTON AND VICINITY.

BOSTON, Oct. 17, 8 A. M.—For Boston and vicinity—Continued unsettled, fair weather tonight; probably showers and cooler Wednesday; variable winds.

WEATHER CONDITIONS.

Much cloudiness prevails over the country east of the Mississippi river and in northern sections west to the Rockies. Scattered rains are reported at the hour of observation in the central valleys, Lake region and on the Atlantic coast, and snow flurries in the extreme Northwest. The unsettled weather is mostly due to local disturbances, there being no defined storm. The pressure continues low over the West and the Northwest, with a weak centre over the upper Missouri valley. The high pressure covering the Middle and North Atlantic coast remains nearly stationary, but has diminished to 30.3 inches at the centre, over Nova Scotia. The temperature is above normal over eastern districts.

J. W. SMITH,
Local Forecast Official.

LOCAL CONDITIONS.

Oct. 17.	8 h	12 n	14 h
Temperature.	62	71	70
Barometer.	30.14	30.07	30.04
Wind.	E	SE	SE
Weather.	Hazy	Fair	Cloudy

MINIATURE CALENDAR.

TUESDAY, OCTOBER 17.

Sun rises	6 h 59 m
Sun sets	16 h 59 m
Moon sets	4 h 26 m
Length of day	11 h 60 m
Day's decrease	4 h 17 m
High water	5 h 46 m; 18 h 13 m

WEDNESDAY, OCTOBER 18.

Sun rises	6 h 00 m
Sun sets	16 h 58 m
Moon rises	— h — m
Length of day	10 h 58 m
Day's decrease	4 h 19 m
High water	6 h 31 m; 18 h 59 m

THURSDAY, OCTOBER 19.

Sun rises	6 h 01 m
Sun sets	16 h 56 m
Moon rises	17 h 08 m
Length of day	10 h 55 m
Day's decrease	4 h 22 m
High water	7 h 19 m; 19 h 45 m

FRIDAY, OCTOBER 20.

Sun rises	6 h 03 m
Sun sets	16 h 55 m
Moon rises	17 h 56 m
Length of day	10 h 52 m
Day's decrease	4 h 25 m
High water	8 h 05 m; 20 h 31 m

Moon's Phases.

Full Moon, October 18, 17 h 05 m, E.
Last Quarter, October 26, 4 h 40 m, E.
New Moon, November 3, 5 h 27 m, E.
First Quarter, November 10, 8 h 35 m, E.

NEW TODAY.

Wanted—Boy; 4th page.
Wanted—Maid; 4th page.
Wanted—Situation; 4th page.
G. H. Carr—Books; 5th page.
Wanted—Care of House; 4th page.
Wanted—Good Plain Cook; 4th page.
Wanted—Situation as Cook; 4th page.
Wanted—Situation as Waitress; 4th page.
Phil. Stevens—Coffee and Flour; 6th page.
Wanted—Situation for Sewing, etc.; 4th page.
Crockery, Glass, etc.; at Auction; 4th page.
Wanted—Situation as Chambermaid; 4th page.
Notice—Democratic Ward Caucuses; 4th page.
Miss Sayer's School—French Taught; 3d page.
Wanted Situation to do Housework; 4th page.
Coddington Savings Bank—Dividend; 4th page.
Wanted—Situation to do Chamberwork; 4th page.
Industrial Trust Co.—Participation Account; 5th

Changes of advertisements should be sent in the night before or early on the day of issue to insure insertion.

FOR SALE.

On Honeyman Hill, a property containing a large Swiss villa, stable, greenhouses, bowling alleys and 22 acres of land.

Also another property containing a Queen Anne cottage, with stable, etc., and about 12 acres of land. Both are on the hill at an elevation of 120 feet and command a fine view of the ocean at the south and Narragansett Bay on the north as well as the pretty valley running north and south just west of these properties. They can now be had at tempting prices and are also for rent.

HERBERT L. DYER,
1 TRAVERS BLOCK, CORNER BELLEVUE AVENUE AND BATH ROAD.

Steam and Hot Water Heating,

Electric Bells, Burglar Alarms
Gas and Electric Lighting.

Philip F. Conroy,
TELEPHONE 272. 181 THAMES ST.

HEALTH INSURANCE.

Pays $25.00 a week to assured for sickness by any of the following diseases:

Cerebro-Spinal Meningitis,
Pneumonia,
Appendicitis,
Peritonitis,
Bronchitis,
Diabetes,
Pleurisy,
Erysipelas,
Typhoid Fever,
Typhus Fever,
Scarlet Fever,
Diphtheria,
Asiatic Cholera,
Varioloid,
Small Pox,
Measles,
Tetanus (Lock Jaw).

Also $2,500 for Total Blindness, or Complete Paralysis of the body, or both hands, both feet, or one hand and one foot, caused by disease.

Cost $10 a year.
Cost $5 a year, ½ Benefits.

HENRY BULL, JR.,
INSURANCE, 197 Thames street.

Newport County Fair Premiums.

The treasurer and secretary will be at Oakland Hall, Thursday, Oct. 19, from 2 to 7 P. M., to pay premiums.

Those unable to be present on above date can receive their premiums upon mailing premium cards to E. R. Anthony, Treasurer, Portsmouth, R. I.

BULBS FOR WINTER.

Planting, consisting of Hyacinths, Tulips, Crocus, Narcissus, Freesia, Jonquils, Chinese Sacred Lily and Lily of the Valley Pips.

Sheep Manure and Jadro Fibre to make your plants grow. Also Potting Soil; the very best, always on hand. Flower Pots (all sizes). I have just received a new invoice of very fancy jardinieres; also Palms of all kinds, Rubber Plants, Boston Sword Ferns, Maiden Hair Ferns and Begonias.

Hardware. Tinware, Wooden ware and all kinds of Bird Cages in brass and Japanned, at

H. L. DeBLOIS'S,
80 BROADWAY.

To Let.

Upper Tenement 28 Mann Avenue,
WITH MODERN IMPROVEMENTS.
FRANCIS S. and STEPHEN P. BARKER

A. W. LUTHER,

Jamestown Real Estate Agency.
Office at Jamestown on Ferry Wharf.

25 years' experience in Jamestown Real Estate.
SOLE AGENT FOR MANY OF THE FINEST BUILDING SITES IN JAMESTOWN.

EDWIN T. BANNING Architect,

209 Thames Street.
ROOM 36.

SPECIAL NOTICE.

FARMS TO RENT.

A. O'D. Taylor,

Real Estate Agent, 214 Bellevue Avenue, Newport, R. I.

Has inquiries for farms in Middletown (3 of them) to hire for agricultural purposes. Owners desirous to let their farms will please communicate with Mr. Taylor as soon as possible. Farms with residences preferred—acreage say 20 to 40 acres.

Middletown farmers are respectfully requested to note this advertisement. Would hire for 1 or 3 years.

MARRIED.

SHEA—SHEA—In this city, 17th inst., at St Joseph's Church, by Rev. Father Brady, Daniel Shea to Miss Bridget M. Shea, both of this city.

DIED.

BAILEY—In Middletown, 16th inst., William H. Bailey, in the 58th year of his age. Notice of funeral hereafter.

JONES—In Fall River, 13th inst., Charles F. Jones, aged 25 years.

CONNOR—In Fall River, 14th inst., John J. Connor, aged 36 years.

ROTHERY—In Fall River, 14th inst., Ellen, widow of James Rothery, aged 42 years.

ROBERT C. COTTRELL, Undertaker and Embalmer, 324 & 326 Thames street. Residence, 104 Mill street. Telephone at office and residence.

"What's in a name?" Everything, when you come to medicine. When you get Hood's Sarsaparilla you get the best money can buy.

FOR RENT.

Lower half, 8 Barney St., $15; lower half, 17 Newport Ave., $16; half house, 24 Ann St., $10; lower half, 10 Fir St., $12; can sublet to small family upper half 7 Pleasant St., $20; lower half, 6 Pleasant St., $19; upper half, 29 Channing St., $11.50; upper, 81 Second St., $11.50; upper (over A. P. Taylor's store), Thames St., $20; lower, 14 Bliss road, $20; also a few cheap tenements.

FOR SALE.

I have been instructed to sell the estate of Gilbert Ward, deceased. Can sell house and stable and one acre of land, or will sell 5½ acres of land with the buildings. This property is admirably situated on Bliss road and the Boulevard and well worthy of inspection by any party desirous of a suburban residence. Ample ground for necessary purposes.

Full particulars on application.

SIMEON HAZARD, 94 BROADWAY.

H. L. Marsh. Howard R. Peckham.

Hay, Grain, Straw, Salt.

H. L. Marsh & Co.,
Office at Elevator, near Pass. Station
Branch Store, 162 Broadway.

TENEMENTS, ROOMS AND BOARD.

TO LET—Furnished rooms at 28 Green street.

Furnished Rooms for Young Men,

With bath, gas and heat, $2 and up. 161 Spring street.

TO LET—Second and third floors, 273 Thames street, suitable for offices, club or barber shop. Apply to J. D. Hidler, 12 Park street.

TO RENT—Upper part of house, 11 Central court; eight rooms, closet, hot and cold water. Apply on premises. J. M. Swan.

Furnished Rooms to Let,

With or without board. Apply to Mrs. C. Anderson, 22 Prospect Hill street.

FOR SALE.

For Sale---Gordon Setter Pups.

Well bred. Apply to H. F. Rooney, 251 Thames street.

FOR SALE.

Dr. Dion-Bouton Motorcycle.

Convertible quadricycle and tricycle, in good order. Address Box 57, Daily News Office.

TRICYCLE FOR SALE.

A tricycle in perfect order, little used. Price $65. Address Box 42, Daily News Office.

MASSAGE.

Miss E. G. Dimock, Masseuse.

Refers to DOCTOR DOUGLAS GRAHAM, BOSTON, by whom was graduated. 205 Spring street. Telephone 216-4.

Dr. E. C. HOLLOWAY,
CHIROPODIST AND ELECTROLYSIAN,
Office, 70 Spring St., Newport, R. I. Open Evenings. Orders may be left at Seabury's Shoe Store.

Miss E. S. Peckham, Masseuse.

General and facial massage. Treatments with electricity if desired. Also Swedish movements. 15 Newport avenue.

Beginning October 23, 1899,

The sessions of the

Evening Elementary Schools

Will be held in the

Clarke Street Schoolhouse

MONDAYS, WEDNESDAYS and FRIDAYS of each week at 7:30 o'clock.

Persons fifteen years of age and over will be admitted upon application at the school.

The EVENING CLASSES in MECHANICAL DRAWING and double-entry BOOKKEEPING will be organized in the TOWNSEND INDUSTRIAL SCHOOL on Tuesday, Oct. 24, 1899, at 7:30 P. M.

BENJ. BAKER,
Supt. of Schools.

Coddington Savings Bank.

Newport, R. I., Oct. 17, 1899.

A SEMI-ANNUAL DIVIDEND at the rate of 4 per cent per annum will be paid on and after Wednesday, October 18, 1899.

NATH'L R. SWINBURNE, Treasurer.

J. M. K. SOUTHWICK, Housefurnishing Goods.

Stoves, Furnaces, Ranges, Tin, Copper and Sheet Iron Workers, Wooden Ware, Brooms and Brushes.

All kinds of Fishing and Sporting Tackle, Netting of every description for Fishing, Fruit, Poultry or Lawn Tennis, Cordage, Twine, Duck, Bunting, Yacht and Boat Galvanized and Brass Hardware, Blocks, Oars, Lanterns, Compasses, Tennis Netting put up at shortest notice.

FLAGS MADE TO ORDER.

Agent for Plymouth Cordage Co., Hazard Powder Co.

U. S. Charts and Other Publications.

185 Thames Street.

THE ARTILLERY AS VISITORS.

A Fierce March, but Anything but Fierce Treatment.

A Hearty Welcome, a Grand Good Time, and a Royal Send-Off.

When the Newport Artillery and its half a dozen guests left here yesterday morning they anticipated a good time, but had, of course, not made their minds up to anything like the attention which they actually received.

Their arrival in East Greenwich was a little tardy for the starting of the program as arranged, and this continued to be a difficulty all day, for the events followed one another so rapidly that there was really no waiting than if one attended all.

The morning parade started about 11 o'clock, and it was 3 before the next event on the program, dinner, could be attended to—in other words, the parade lasted four hours, and that in a little country town. It was not all said marching, for there were many stops for refreshments along the line. Some provided great piles of luscious apples; others crackers and cheese; then there were sandwiches and drinks. Dinner seemed to be not really a necessity while food was coming so fast and furious that a well-known city official stored a supply of crackers in his pocket for a stormy day. Senator Roelker's home was one of the places where a halt was declared, and quite a stop was made to discuss the menu.

But the march was not over asphalt streets laid on the level, but for the large part over sandy roads full of stones and uneven places, with hills and hills in great confusion and exasperating numbers, and the paraders were so footsore and weary as to lead some to think the march was the real thing, at San Juan Hill. A member of the American band who played in one of the bands in the procession, stated that it was the heaviest march he had made during 15 years of parading in all parts of the country.

The little town displayed a wonderful amount of taste in decorations, some of which were really remarkable, and the place was crowded with people from miles around.

After the parade the marching forces, which comprised Church's Military band, Kentish Guards, Newport band, Newport Artillery, Hedley-Livsey band, Warren Artillery, Kentish Guards drum and fife corps and Columbia Hose Company, had made a complete tour of Greenwich and Warwick they were filed into the East Greenwich town hall and there sat down to a clam dinner, with tempting side dishes. Sports followed, and at 6:30 a parade by the light of red fire in the two towns was given the boys to limber up their stiff joints, after which the participants brushed up and assembled in Odd Fellows hall, where a complimentary promenade concert and ball completed the day's ceremonies.

One o'clock was the scheduled time for the sailing of transport H. S. Caswell, but shortly before that hour she was aground at the dock and at that time her freeboard had been diminished a trifle while her keel settled deeper into the mud by the arrival of commissary stores from the Guards' committee. These stores comprised most liberal bag lunches, in great excess of the ship's cargo, together with several boxes of cigars.

It was 1:15 when the ship freed bottom and put off from the wharf, while red fire blazed on shore. After consuming what stores their capacity permitted the troops settled down into the best positions for rest that the limited spaces allowed and remained quiet until this city was reached, shortly after 3 a. m., when they landed and marched to the armory amid a great blare of trumpets.

LOCAL BRIEFS.

—Mr. O. H. P. Belmont is in town for a few days.

—Mr. Barton Willing went to New York today.

—Mr. Reginald Vanderbilt has returned to Yale College.

—The condition of Mr. Theophilus Topham, has materially improved.

—Messrs. Samuel F. and Milton Barger have returned from New York.

—Mrs. Isaac Bell closed her cottage today, and returned to New York this afternoon.

—Mr. Frank G. Richards has resigned his position as manager of the City News Company.

—Cutter yacht Zigeuner will go out of commission today, and will be laid up here for the winter.

—Mr. William Grosvenor, who has been guest of Mrs. E. H. G. Slater, left this morning for Providence.

—The directors of the Newport street railway have declared a dividend of five per cent on the common stock.

—Mr. W. H. Cotton, Jr., of this city, for the third time has won the "Conquer" prize at the Cowles Art School, Boston.

—Steamer Helen May Butler has returned from a trip to Maine after lobsters, for G. B. Anderson. Very few lobsters are now being secured off this port.

—Mr. and Mrs. Frank W. Andrews celebrated their golden wedding yesterday, and were the recipients of many floral tributes. A large number of friends called to offer congratulations.

—Light battery C, Seventh artillery, will go to Sachuest Point tomorrow for target practice. This will be the first target practice of this battery since coming here.

—At the Epworth League literary meeting of the First Methodist Episcopal Church this evening two papers will be presented, one introducing the subject for the winter, "The Renaissance in Italy," and the other on a miscellaneous topic.

—Mr. and Mrs. Buchanan Winthrop, Miss Marie Winthrop, Miss Stone, Mr. and Mrs. Arthur T. Kemp, Mrs. Royal Phelps Carroll, Mrs. J. Ellis Hoffman, Mrs. F. O. French, Mrs. B. Cutting, Mr. W. Cutting, Jr., and Mrs. Barger Wallach left for New York today.

—Steam yacht Earl King sailed to the eastward last night. She will go to Halifax, then return to New York and proceed south, passing through the Straits of Magellan into the Pacific. She is on a tour around the world. Steam yacht Narada, Mr. Walters, left for New York this morning.

—Of the former members of the New England league now in the National league, Catcher Schreckenghost, for a time with Brockton, had the best batting average. He stood No. 46, with a percentage of .301. Crisham was No. 61, with .296, and Sheckard No. 63, with .291. Kelley stood 132, with .249; Magoon 141, with .245, and Flemming No. 160, with .221.

SHAMROCK DISABLED.

CONTINUED FROM FIRST PAGE.

the Columbia also put up into the wind, evidently expecting to be called on for aid from the Shamrock. Finding, however, it was not necessary, she filled away on the port tack, going off shore rapidly, making great speed under the steady pressure of a stiff 10-knot breeze. She was pointing close up to the wind and footing rapidly, still carrying mainsail, foresail, jib and clubtopsail. At this gait she should turn the first mark before 1 o'clock and finish well within the time limit.

At 12:20 the Shamrock was nearing the cable ship in tow of a tug, the Erin steaming close to her.

Western Union Cable Boat, by Associated Press Dispatch Boat Wanda, 12:22.—When Associated Press flagship Wanda ran alongside the Shamrock the sailors had brought the topmast and sail to the deck and were busy removing the club. Captain Hogarth said: "We are glad to say that no one was hurt. It was most unfortunate. We purposely did not raise our baby jib, to avoid the strain, and I can't understand it."

At 11:55 the Shamrock lowered her mainsail and jib, and, taking a line from her tender, started up for the city with her topmast broken close to her lower masthead. As the Shamrock has extra spars on lighter Ulster, anchored inside the Horseshoe, a new topmast, it is thought, can easily be substituted this afternoon so the yachts may race tomorrow. Under the signed conditions, however, the next race will have to be to windward and leeward, and with two races to her credit—if Columbia takes today's race—the American boat will have to make but one more win to keep the cup.

HIGHLANDS OF NAVESINK, 12:28—Nearly all the excursion steamers are coming in.

MACKAY BENNETT CABLE Boat, 12:38—The Shamrock is passing close to the cable ship. Two sailors are at work on her spreader, clearing away the wreckage of the topmast. She has taken in her mainsail and jib.

LONG BRANCH, N. J., Oct. 17.—The Columbia rounded the first stakeboat at 12:36:20 (unofficial time) and started for a reach over the second leg. At 12:56 she was making fast time toward the second mark, carrying mainsail, staysail, jibtopsail and club topsail.

Associated Press Dispatch Boat Dalzell, via Sandy Hook, Oct. 17.—Sir Thomas Lipton announces that the next race will be sailed Saturday.

Later it was said by one of the officers of the Erin to a representative of the Associated Press that the next race will be Thursday, instead of Saturday.

EARLY CONDITIONS FAVORABLE.

Much Enthusiasm and Talk of "Three Straight."

NEW YORK, Oct. 17.—Off Sandy Hook at about 7 o'clock preparations were being made on board the Columbia and Shamrock for another race today. There was a haze over the sea, but it did not materially observe observation and by 8 o'clock the freshening breeze had reached a velocity of eight miles an hour from the southeast.

The crowds that left the city in the early hours were small, and the excursion boats few in comparison with the flotilla that went down to the sea on the day of the first attempt to pull off the race that went to Columbia yesterday. But there was considerable enthusiasm and much talk of "three straight." There was also sympathy expressed for Sir Thomas Lipton, who has made himself popular in these parts, and regret that his first defeat should have been such a "hard rap", as the Columbia's 10-minute lead over the finish line yesterday involved.

About the two racers hovered a flock of Navesink fishermen, who were skimming about in the increasing breeze like a lot of ducks, and must certainly have been a pleasing sight to those on board the two big racers, all desirous for a good breeze.

Under the conditions of the race series, today's contest was set down as a triangular course with the usual distance of 30 miles around, 10 miles to each leg of the triangle. With the wind from the southeast at 8 o'clock, it looked as if the yachts would have a beat, straight seaward to the southeast, on the first leg; then a broad reach toward the Jersey shore, with booms to starboard and balloons set, with the second mark anchored about five miles east of Long Branch, and finally another broad reach home to the finish also with balloons set and booms well to port. As both yachts were known to be good off the wind, it looked this morning, with the increasing breeze, that the race might be sailed in fast time.

The Shamrock was the first to leave her moorings this morning, fully 40 minutes ahead of her usual time of departure. At 8:20, discarding the use of a tug, the peak of her mainsail was put up and she swung away from her moorings toward the Columbia, anchored half a mile to the westward. Going astern of the white yacht, the green racer began completing the work of setting her mainsail, and by 8:30 it was half way up and she was running out toward the ship channel.

By 8:30 the vanguard of the newspaper fleet had put in an appearance, and by 9 o'clock there were half a dozen of these tugs near Sandy Hook.

After running by the Columbia's quarter the Shamrock gybed around, and heading up into the wind finished setting her mainsail. The sky was comparatively clear, and for the first time for over a week Sandy Hook lightship could be seen from the Highland lighthouse.

It took the Shamrock over half an hour to get her sails set, and before she got fully started for the lightship the Columbia was taken in tow by her tug and slipped out ahead of the green boat. The Shamrock followed her, but although she had her jib broken out she signalled her tug to come alongside and also left for the lightship in tow. The procession of tugs and yachts, with the newspaper fleet, passed out by the Hook shortly after 9 o'clock, making straight for the starting line.

The Columbia held on to her tow until she was within three miles of the lightship, when she set her clubtopsail and broke out her jib. The Shamrock ran down on the port tack until she was to the eastward of Scotland lightship; then she went about on the starboard tack.

In the meantime the wind veered gradually, until at 10 o'clock it was almost due east, or a little south of that point. The breeze seemed to increase and the sun became hidden with dull, lowering clouds. The air, however, remained fairly clear, so that the boats at the starting point could be easily distinguished. The Shamrock held to the northwest until 10:02, when she tacked and stood toward the lightship.

The excursion fleet by that time had begun to put in an appearance, together with the guard boats, revenue cutters and torpedo fleet, and by 10:10 there was quite a flotilla of every description heading out for the starting point.

"A FAIR AND SQUARE BEATING."

London Newspaper Comments on the Results of Yesterday's Race.

LONDON, Oct. 17.—The Westminster Gazette says that the Columbia has gained a meritorious victory.

The Globe: "There should not be any hesitation on this side in admitting that we have once again received a fair and square beating in the struggle for the America's cup, but it will need a more extended trial than a single race to demonstrate conclusively the Shamrock's inferiority. From the accounts of yesterday's race there seems to have been a good deal of luck in the contest, which did not favor the Shamrock."

The St. James Gazette: "We know all the time that there was absolutely no such thing as beating an American; but we are just as much disappointed as our readers to find that we are right. Mr. Iselin has clearly got a pull with the clerk of the weather."

On the whole, the London afternoon papers ungrudgingly admit that the challenger was fairly and squarely beaten under conditions supposed to be favorable to her.

The Marquis of Dufferin and Ava, commodore of the Royal Ulster Yacht Club, sent the following despatch this morning to the Associated Press: "The Columbia has every reason to be proud of her victory. We can only hope the Shamrock will do better today."

Keenest Regret in England Because of the Accident to the Shamrock.

LONDON, Oct. 17.—At Marlborough House, London, keen disappointment was expressed at the accident to the Shamrock this morning, the news of which was conveyed to the Prince of Wales just as he was preparing to leave town.

Mr. Thornycroft, when informed of the accident, expressed the keenest regret. He said: "It is impossible, with the meagre data at hand, to give any definite opinion, as we do not know which topmast was employed."

HOW THE CROWD FELT.

"We Don't Want to Win a Race That Way."

The interest in the first contrace seemed to increase yesterday afternoon as the yachts approached the finish mark, and the crowd in front of the News office bulletin grew in size until the bulletin announcing that the Columbia had won the race. There was some cheering, although the win had been anticipated from the time the turn was announced. The crowd began to thin out, but a fair proportion remained until the final bulletin was put out.

About town last night Shamrock backers were hard to find, while Columbia men were jubilant over the great showing made by the American boat.

This morning the conditions were much the same as yesterday as far as local interest was concerned, and a crowd was early on hand to observe the progress of the race as shown on the map. The watchers, however, were soon doomed to disappointment, as not long after the start the Shamrock broke down, taking all the interest out of the race. Still, quite a number of persons might be seen any time during the afternoon watching the bulletins and discussing the situation. There was a general feeling of disappointment over the accident. As one Columbia supporter said: "We don't want to win a race that way." Every confidence is felt in the ability of the Columbia to win any race that can be finished, and a general desire is manifest to have the Shamrock given every possible chance to show what she can do. A suggestion that the Americans will, after winning the race, offer to resail it meets with general approval.

Nothing was said in the general agreement about a boat breaking down in a race, it being the regular rule in yachting circles that a boat takes chances, after starting, for any mishaps that may occur to her, unless it be from fouling another contestant. In order, however, that this matter might be thoroughly understood in this series of races, Sir Thomas Lipton and Mr. Iselin in a supplementary agreement included a proviso that a race is a test of the strength of a yacht as well as of her speed, and therefore if either contestant broke down the other should continue over the course and make it a race.

BEESON—ARNOLD.

Last evening Miss Teresa May Arnold and Mr. Harry Howard Beeson were wedded by Rev. Mr. Demin, at Kay Chapel. The bride was dressed in dove-colored cashmere with white silk trimmings. Miss Lilian Dower, in pink organdie and lace trimmings, acted as maid of honor, while Mr. Charles Henlon performed the duties of best man.

After the ceremony a reception was held at the residence of the bride's parents, corner of Thames and Marlboro streets, and a supper and dancing followed; also a view of the many presents. Mr. and Mrs. Beeson are to live on Newport avenue.

APPOINTMENTS IN THE ARMY.

A Washington dispatch to the New York Herald says: It is understood that the President will appoint Colonel A. C. M. Pennington, Second artillery, a brigadier general to succeed the vacancy created by the retirement of General Shafter. He will immediately apply for retirement and these officers will be appointed and follow his example in the matter of retirement: Colonel R. T. Frank, First artillery; Colonel Samuel Ovenshine, Twenty-third infantry; Colonel L. H. Carpenter, Fifth cavalry, and Colonel D. W. Burke, Seventeenth infantry.

When the last officer has retired, still leaving a vacancy in the grade of brigadier general, the President will appoint either Major General H. W. Lawton or Major General Arthur MacArthur, of the volunteer service, now in command of divisions under General Otis.

JAMESTOWN.

[Regular correspondence of the News.]

Mr. Theodore O. Carr of Newport has been given the contract to build a head to the wharf at the Dumplings, which will be 80 feet long and 10 feet wide. The sides will be planked up, as will the main wharf 16 feet back from the head. This head will form an excellent breakwater for the boats, which will be reached by stairs built on each side of the wharf. A spar 35 feet high will be placed on the pier for use in stepping and unstepping masts. The work will be begun tomorrow.

Mrs. Crozier, who has been occupying the Tilden cottage, will return to her home tonight.

In accordance with a decree of the supreme court in the case of Daniel Howland and others vs. Clara Baldwin and others, Herbert L. Dyer, commissioner, sold today the estate on Howland avenue and High street which is bounded as follows: northerly by High street, easterly by Howland avenue, southerly by land formerly of Stafford Bryer and westerly on land of Isaac Clark, containing one quarter of an acre more or less, to Anna Catherine Clarke of Newport, for $3,250. There was but one other bid, and that was $3,200. There was a small attendance, several of those present being from Newport.

BRITISH CARRY THE DAY.

CONTINUED FROM FIRST PAGE.

was being brought up, but it had not been placed in position. According to these advices, the British have blown up the Hope Town railway bridge over the Orange river, with a view of checking the Boer advance southward.

The archbishop has issued a pastoral earnestly reminding the clergy and laity that men of honor and integrity equal to their own espouse the opposite side, showing that warm friends and even families are divided in this crisis. In concluding the appeal he says: "I beg you all to avoid rash talking, and to endeavor to pave the way to a durable peace and to friendly relations, when, by God's mercy, the war shall be a thing of the past."

Aliwal North, Cape Colony, is now isolated.

STRENGTHENING THEIR POSITION.

Burghers Making Shrewd Plans for Attack.

LONDON, Oct. 17.—Belated despatches from the scene of action in South Africa throw little fresh light upon the situation. The Boers appear to be strengthening their position in Natal and biding their own time for attack. The Orange Free State burghers are apparently threatening to invade Cape Colony, by way of Norvals Pont and Aliwal North, both of which are at their mercy if they possess artillery. So far as is known, the only British force stationed at Aliwal North is a detachment of the Royal Berkshire regiment.

Today's news from the western border probably reduces the alleged heavy fighting at Mafeking to ordinary proportions. Apparently the earlier sensational stories originated in the skirmishes between the armored train and small detachments of Boers, although since then much may have happened to the little garrison. It is difficult to understand how refugees arriving at Lourenzo Marquez should have come into possession of news of serious Boer losses at Mafeking. At the same time it must be remembered that much news from the Transvaal is likely to come by way of Delagoa Bay, as most other channels are strictly censored.

BECAUSE OF THE BOER WAR.

Parliament Meets in Extraordinary Session—Speech from the Throne.

LONDON, Oct. 17.—Parliament opened today in extraordinary session to consider the South African situation. In the speech from the throne Her Majesty said:

"My lords and gentlemen: Within a very brief period after the recent prorogation I am compelled by events deeply affecting the interests of my empire to recur to your advice and aid. The state of affairs in South Africa has made it expedient that my government should be enabled to strengthen the military forces of this country by calling out the reserves. For this purpose the provisions of the law render it necessary that Parliament should be called together.

"Except for the difficulties that have been caused by the action of the South African Republic, the condition of the world continues to be peaceful.

"Gentlemen of the house of commons: Measures will be laid before you for the purpose of providing the expenditure which has been or may be caused by events in South Africa. Estimates for the ensuing year may be submitted to you in due course.

"My lords and gentlemen: There are many subjects of domestic interest to which your attention will be invited at a later period, when the ordinary session for the labors of a parliamentary session has been reached. For the present I have invited your attendance in order to ask you to deal with an exceptional emergency, and I pray that in performing the duties which claim your attention you may have the guidance and blessing of Almighty God."

Prior to the meeting of parliament the Prince of Wales visited the premier, the Marquis of Salisbury, at the foreign office. Both houses assembled in the chamber of peers at 2 o'clock, the queen's speech being read by committee. Immediately after reading it the speaker of the House of Commons, Rt. Hon. William Court Gully, returned to the chamber of the Commons, the house took a recess until 4 o'clock.

The Tactics of the Boers.

CAPE TOWN, Oct. 17.—It is expected that the Boers will cut off Kimberley's water supply; but the DeBeers dam contains enough for a considerable period.

The Boers Said to be Undermining the Railroads.

COLESBURG, Cape Colony, Oct. 17.—Passengers arriving from Johannesburg are forced to leave the train north of Norval's Point and to make a detour through the Veldt, under escort, joining the train farther south. This is understood to be due to the fact that the Boers have undermined the line.

Small Pox Among the Natives from Johannesburg.

CAPE TOWN, Oct. 17.—From Colesburg come persistent reiterations of the reports that the Boers have attacked Mafeking, being thrice repulsed with heavy losses. From other towns on the border similar reports are received.

Small pox has broken out here among the natives from Johannesburg. Eight cases have been discovered.

The Installation of the New President of Brown.

PROVIDENCE, Oct. 17.—The exercises in connection with the inauguration of Rev. William Henry Perry Faunce, D. D., as president of Brown University began this morning with the regular college chapel service at 8:40, which was attended by practically the entire student body. This was followed by a students' meeting, at which addresses were made by Governor Dyer, Mayor Baker, Bishop McVickar, Hon. Rathbone Gardner and the presidents of the four college classes.

Prominent educators and distinguished guests have been arriving all the morning to participate in the formal inaugural exercises at the First Baptist meeting house at 3 o'clock this morning, and were received at the trains by a delegation of students and escorted to the college.

The regular inaugural exercises were held in the First Baptist meeting house at 3 o'clock. The faculty, corporation, visiting delegates from other universities and the senior classes of the college and the woman's department marched into the church in a body. Dr. Alvah Hovey, the senior fellow of the college, offered the opening invocation. This was followed by an address by the presiding officer, Chancellor William Goddard. Presidents Eliot of Harvard, Harper of Chicago, Patton of Princeton, and Faunce of Brown were the other speakers. "Alma Mater" was the closing selection, and the benediction was pronounced by Rev. T. D. Anderson, D. D., secretary of the corporation. Reeves's orchestra augmented and the Brown glee club rendered a special musical program. This evening the alumni will give a reception to Mr. and Mrs. Faunce in Sayles hall.

Don't Hold Your Eyes

for cheap! Nothing is too good for them! The best is poor enough for them!

Isn't this sound sense? You say—certainly! it is. Well, then—Suppose your eyes need glasses—surely you want only the proper ones—no guess work—you also want only the best—remember, there is nothing too good for the eyes. No guess work here. Examinations made scientifically, backed by over twenty years practical experience.

MY GLASSES ARE GUARANTEED TO FIT.

MY PRICES WILL SUIT YOU.

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Scientific Optician, 100 Bellevue Ave.

THE VANDERBILT WILL.

To be Offered Just as It Is, There to be No Compromise.

Nothing was given out yesterday in New York about the will of the late Cornelius Vanderbilt, and it is said that nothing will be made public until the will is filed in the surrogate's office. This, it is said, will not be done until the return of Mr. William K. Vanderbilt, who is off on a cruise on the Valiant.

Yesterday Mr. Alfred G. Vanderbilt went to the Grand Central station to see his uncle, and learned that he was off on his yacht. He then went to Mr. Rossiter's office, where he met Mr. Depew and Mr. Anderson, the Vanderbilt family lawyer, and then returned to the Waldorf-Astoria, where he is staying. Young Cleveland did not go to New York, proceeding, instead, direct to Yale College.

Mr. W. K. Vanderbilt is one of the executors named in the will, and his presence is deemed necessary when the will is offered for probate. It is reported by friends of the family that there will be no conference over the will, but that it will be offered just as it is and there will be no compromise.

THE COMING CAUCUSES.

The voting lists, as canvassed yesterday will be used for all the caucuses held this month. There will be another canvass Friday afternoon, but the ward lists will not be re-printed. Such alterations as are then made will be in ink on the printed lists, by the city clerk, for the caucuses to be held next week.

Incidentally it might be remarked that the Republican caucuses for the nomination of delegates to the city convention will occur Thursday evening, when the new caucus law will be tried for the first time.

The North Atlantic Squadron Approaching New York.

HIGHLANDS OF NAVESINK, Oct. 17.—The North Atlantic squadron, headed by flagship New York, steamed up the Jersey shore from the south soon after noon today.

Heating Stoves

Of every description.

Agents for the celebrated Glenwood Ranges, Furnaces and Hot Water Heaters.

We sell the Miller Oil Heater. Just the heater to have these chilly mornings. No smoke or odor from it.

WALSH BROTHERS.

SPECIALS!

TEN DOZEN

Ladies' Heavy Flannelette Night Dresses, neatly trimmed, all sizes, at 42c. each

Misses' Heavy Flannelette Night Dresses, same quality as the ladies', at 38c. each,

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No tourist outfit is complete without one, and the result is we find travelers using them all over the globe.

The latest addition to the Eastman Kodak Company line is The Panoram, making a picture 4x12 inches, embracing an angle of 112 degrees, the Folding Pocket No. 2 taking 3¼x3¼ inch.

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A PRIVATE LIGHTING PLANT.

Acetylene Gas.

You can produce your own gas cheaper than you can buy oil, gas or electricity. We make two types of machines for generating ACETYLENE GAS, known as the wet and the dry process. This gas is made only as it is used. Machine does not have to be cared for oftener than once in 15 days. Our machines are approved by Fire Insurance Boards all over the United States. We light residences, stores, churches, public buildings, factories and towns with double the illuminating power of any other system of lighting. Write us for full information. We want good agents. National Acetylene Gas Co., 422 Elliott Square, Buffalo, N. Y.

Spalding's Football Goods!

Rugby and Association Footballs from $1 to $5.

Football Jackets for 40c., 50c., 60c., 75c., 90c. and $1.

Football Pants for 75c., $1.25, $1.50 up to $4.50.

Shin Guards for 50c., 75c., 90c., $1.15 and $1.35.

Morrill's Nose Mask.

Spalding's Head Harness.

Spalding's Official Football Guide.

LANDERS & SON,

67 THAMES ST. COVELL'S BLOCK

Agents for A. G. Spalding & Bros.

Here's a Novelty!

16 year old Whiskey,

Bottled in Bond.

The famous old Mammoth Cave Bourbon.

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18 to 20 Kinsley's Wharf,

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Fresh Table Eggs.

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AMUSEMENTS, LECTURES, ETC.

OPERA HOUSE.

Tuesday Eve'g, Oct. 17.

CHAS. E. BLANEY'S

"King of the Opium Ring."

A Monster Kaleidoscope of Oriental Magnificence.

THE BIG CITY SENSATION.

A Family of Real Chinese Actors.

A $20,000 PRODUCTION.

10 First Class Vaudeville Acts.

Prices, 25c., 50c. and 75c.

OPERA HOUSE.

Wednesday, Oct. 18.

The Show That Has Made the Universe Laugh.

THE RAYS'

HOWLING SUCCESS

A HOT OLD TIME.

New Songs. New Dances. New Music.

2½ Hours of Pure and Wholesome Fun.

A Great Company of Singers, Dancers and Comedians

You have all wanted it; now it's coming!

Prices, 25c., 50c. and 75c.

Pastor Jeter's Children

WILL GIVE A GRAND

Instrumental and Vocal CONCERT!

Thursday Evening, October 19,

At the Shiloh Baptist Church,

Corner School and Mary Streets.

Tickets of admission, 25c.; reserved seats, 50c. Doors open at 7 o'clock. Exercises to begin at 8 sharp.

FOR BENEFIT OF SHILOH BAPTIST CHURCH.

The family will be assisted by Miss Louise Brown, a sweet soprano singer thirteen years old.

MASTER WALTER, Conductor.

BABY SHOW,

Masonic Hall, Friday, Oct. 20, from 2 to 4.

First Grand Exhibition of Prize Babies Ever Held in Newport.

TEN HANDSOME SILVER PRIZES

For handsomest boy or girl, youngest or fattest child, twins, triplets and colored babies.

Every baby entered receives free of charge a cabinet photograph of itself, to be taken at H. W. Hamlin & Co.'s Studio, Thames street.

Admission to the public, 10c.

Mothers may enter their children by sending baby's name and age, also parents' name and address, to DeWolfe & Davis, care of Daily News. Entries must be under 2 years and 6 months.

SECOND WEEK!

HAVE YOU VISITED THE

LITTLE CORINNE GIPSY CAMP

At 147 Thames Street?

If you have not do so at once, as this will be your last chance to have your fortune told by these wonderful ladies.

Open daily from 10 A. M. till 10 P. M.

Admission 10c. Fortunes Told Free.

PROPOSALS.

OFFICE CONSTRUCTING QUARTERMASTER, 209 Thames St., Newport, R. I., Oct. 11, 1899: Sealed proposals for sinking Artesian Well at Fort Greble, R. I., will be received here until 12 M. Oct. 23, 1899, and then opened. Information furnished on application. U. S. reserves right to accept or reject any or all proposals or parts thereof. Envelopes to be addressed, "Proposals for Artesian Well," H. P. YOUNG, Qr. Mr. 10-11-'99.

DENVER POOLROOM ROBBER.

Crime Committed by a Former Policeman, Now a Special Officer.

DENVER, Col., Oct. 17.—Austin's poolroom, the largest in the city, was robbed of $4,000 early today by Robert J. Boykin, an ex-policeman, who has been for some time employed as special policeman at the club. The place had been closed for some time, but Boykin induced the cashier to return to the room and with a revolver compelled him to open the safe. He took all the cash, including $900 in coin. He then made his escape.

Boykin is a dead shot and has already killed two men. He served part of a term in the penitentiary for killing a deputy sheriff who resisted while Boykin, then a policeman, was trying to arrest him. He was released through the action of the supreme court. Every effort is being made to apprehend the desperate robber but it is feared loss of life will result.

Chicago Building Damaged by Fire.

CHICAGO, Oct. 17.—A fire which broke out early today in the six story structure at 130 to 136 West Washington street caused a loss of $105,000. The tenants who sustained losses are the Chicago Folding Box Company, $25,000; Imperial Electric Plating Company, $15,000; I. Piser & Co., flour merchants, $20,000; Walter Ehrman & Co., manufacturers of bicycle parts, $10,000; loss to building, $35,000.

Mayo Indians Join the Yaquis.

CHICAGO, Oct. 17.—A special to the Record from Austin, Texas, says: A despatch from Ortiz, Mexico, says that a band of over 300 Mayo Indians has joined the Yaqui rebels at their rendezvous near Sahauripa. In the previous wars of the Yaquis against the government the Mayos refused to become their allies.

National Anti-Trust Conference.

CHICAGO, Oct. 17.—The Chronicle says: A national anti-trust conference will be held in Chicago some time in January under the auspices of the organization formed during the recent trust conference. Headquarters have been established here and the call for the conference will be issued next month. The committee in charge of the arrangements consists of the following: M. L. Lockwood of Pennsylvania, president of the American Trust League, chairman of the committee; Judge William Prentiss of Illinois, vice chairman; Dudley Goodall Wooten of Texas, A. M. Todd of Michigan, A. P. McGuirk of Iowa, Judge W. B. Fleming of Kentucky, P. E. Dow of New York.

Burned to Death in Belfast.

BELFAST, Me., Oct. 17.—A message was received here this morning from Winterport, stating that the most costly residence in that place, known as the Hubbard estate, was burned during the night, and that Miss Mary Hubbard, one of the occupants of the mansion, was burned to death. No particulars of the fire had been received up to 9 o'clock this morning. Coroner Coombs of Belfast has been notified by the Winterport authorities, and he left for that place this forenoon, where he will hold an investigation. It is understood that the fire was caused by an accident.

Blaze at Lebanon, N. H.

LEBANON, N. H., Oct. 17.—Fire in the George Rogers building here this morning caused a loss of $5,000, divided between the owner of the building and the occupants of two stores in it. Most of the damage to the stock was caused by smoke and water. Carrie L. Lowe, dry and fancy goods, lost $3,500; George Marston, bicycle dealer, $500. The loss on the building is $1,000. The cause of the fire is unknown.

AUSTRALIA'S BLACK SWAN.

The native swan of Australia is not the beautiful white bird which adorns so many of the English waters, but the more ordinary looking black swan which is invariably an exhibit of our zoological gardens, and is noted more especially for its fierceness and strength. As far as appearance goes, the black swan is certainly not as attractive as its more ornamental cousin, neither would it lend so picturesque an addition to an English landscape; but when seen in its native state, sailing in large flocks peacefully, contentedly, and apparently with perfect unanimity of inclination on some sheltered lagoon, amid surroundings of rising country clothed with rich herbage and thick virgin forests, its presence and appearance is most impressive, and causes one to feel that the beauties of the scenery around would count for little without the living complement of feathered creatures so sedately and gracefully gliding along the water's surface.

It is a matter of comparatively little trouble to obtain views of these birds in their immense flocks, but the true difficulty is to get them within gunshot range; and in hunting the black swan it must be remembered that the sport is not simply a pleasure and a pastime—the birds are sought after for a very practical purpose, and their acquisition is of considerable value. It seems hardly needful to refer to their down, but it may be mentioned that that obtained from the breast of these black swans is exceptionally beautiful and snowy white, the outer and coarser black feathers being removed before the down itself is exposed. Although the extent of one breast is small, the covering is so wonderfully thick and spreading that it can be divided up into many yards' length of the finest and softest swansdown.—[Chambers's Journal.

PLAIN FACTS REGARDING CITY AFFAIRS.

To the Editor of the Daily News:

Sir: Kindly permit me the use of your columns in order that I may express to my fellow-citizens a few plain facts about our present city government. Knowing as I do that the News is always ready to show up the many vices existing in our city and the cause of their present existence, I would suggest to the public a way and means of exterminating the same.

Apathy and lack of courage are commonly called cowardice. As the caucuses of both political parties have been called, a few plain facts is now in order, and it would be well for our citizens to look over the field, see what they are pested with, and apply the remedy.

Public position is a public trust, those holding public positions are the servants of the people, and the people require a faithful performance of their charge. In many instances our public officers in the city government are lacking in their duties.

Witness at the present day the vice and gambling implements in the saloons of our city, where boys who are just entering into manhood are devoting their leisure time. How many men frequent the saloons for the purpose of quenching their thirst, and remain there for hours turning the crank of a wheel to, as they suppose, enrich themselves, only to go away sadder on the return home with empty pockets, depriving wife and children of their weekly income. Let any citizen frequent the many saloons of our city, and he will convince himself that the game goes on day and night.

Are our mayor and chief of police so ignorant of this? If so, it is time we made a change. If they are not ignorant of it, and simply close their eyes to the same, then surely a change is essential.

The time is now ripe for our citizens to rise in their might and give a crushing blow to the curse we are pested with. Let all good citizens attend the caucuses this week and cast their ballots for such men as will represent a better state of affairs at our city conventions, where a candidate for mayor should be named who not alone should be a man of the highest integrity, but who will pledge himself to root out the evil complained of.

The same should also apply to our choice for the City Council, for the mayor will need the support of this body. In choosing our council we must stamp out the professional politician whose sole aim is to please a ward healer. Let them be men of character who will at all times vote on the merits of a question and not on the pressing of the button from outside headquarters. Let us elect men who are not owned body and soul by any one; their souls should be their own, and the interests of all the people their aim. We want no combine; the people have tired of it.

Any citizen who has the welfare of the community at heart will do a citizen's duty by going to the polls and casting his vote for men of morality. Those who fail in their duty should forever hold their tongues. We owe it as a duty to our wives and to our children to stamp out the many evils.

As a Republican, I would say to my party friends: Let there be no division in our ranks; be unselfish.

"A house divided against itself cannot endure." So let our watchword be: On to the polls.

"A YOUNG REPUBLICAN."

Newport, Oct. 17, 1899.

LOCAL BRIEFS.

—Rev. John F. Sullivan, formerly of this city, is in town.

—Mr. and Mrs. L. L. Lorillard have returned from New York.

—Letter Carrier John S. Carr has returned from his vacation.

—Mr. and Mrs. A. Lanfear Norrie are visiting at New London.

—Mr. Eugene Hartmann, who has been ill for some time, is able to be out.

—Messrs. Howard G. Milne and George Ellis are spending a vacation in New York.

—Mr. P. J. Crisham of the Baltimore base ball club, formerly of the Newports, is in town.

—Mr. and Mrs. S. S. Howland, who have been at "Bythesea" all summer, have gone to New York.

—Messrs. A. K. McMahon, George A. Pritchard and W. O. Milne are visiting the Soldiers' Home at Bristol today.

—A horse belonging to Mrs. J. R. Busk fell on Bellevue avenue yesterday and broke his leg. The animal had to be killed.

—Mrs. Edward S. Willing gave a dinner last night in honor of her daughter, whose engagement was recently announced.

—Officers Easton and Davis of the police force have returned from leave and Officers Dewick and Allen have secured a 10 days' leave of absence.

—The condition of the apprentice boys sick at the naval hospital continues to prove satisfactory to the hospital authorities, nothing serious having developed.

—Mr. J. Hazard Wilson was the pianist at a concert in New Bedford last evening given by Miss Helen Reynolds, violinist, and Miss Mabel Reynolds, 'cellist. The concert was a pronounced success, artistically and socially.

—The house on Spring street, opposite the foot of John street, has been moved back to permit of the erection on the front of a three story building, for Anthony Cappaccelli. Ground will be broken at once. There will be two stores on the ground floor.

—Patrick Durfee was arrested here this morning on a capias issued by Judge Warren of East Greenwich, charging him with abandoning his wife and family, who might be thrown upon the town for support. He will be taken to East Greenwich this afternoon for trial.

—The Baby Show at Masonic hall Friday afternoon will appeal especially to the ladies. It will be the first show of the kind ever given in Newport. Ten handsome silver prizes will be given, but those who do not win a prize will get an order for a cabinet photograph of the little one.

—In the district court this morning Thomas C. Fitzgerald was fined $15 and costs for assault on Thomas F. Maher of Battery H Thursday night last, it having been learned that Maher is not going to die as a result of the beating he received. It is understood that several other soldiers assisted in assaulting Maher, but he was the only one arrested.

—Mr. and Mrs. Clarence H. Mackay, who are spending the autumn at their country place at Westbury, Long Island, have rented the home of Mrs. Brockholst Cutting, at 99 Madison avenue, New York, for the winter. Mr. and Mrs. Mackay have as their guest Mrs. John W. Mackay, who arrived from England on steamship Oceanic last week with Mr. and Mrs. William A. Duer, parents of the younger Mrs. Mackay.

—John J. Coughlin and his mother, Ruth Coughlin, of Pawtucket, have each brought a suit for $5,000 against the Pawtucket Steamboat Company. The plaintiffs, who were together on an excursion from Pawtucket to Newport on steamer Pawnee, allege that they fell into the water here September 4, through negligence on the part of the steamboat company in handling the gang plank and were nearly drowned, receiving bodily injury as well.

BOSTON IN TROUBLE.

Fog Causes Collision in the Harbor and Gas Explosion Delays Street Traffic.

BOSTON, Oct. 17.—Navigation in Boston harbor and along the coast was again impeded by a dense fog early this morning. The East Boston ferry boat, Noddle Island, while making one of her regular connections with the city lost her bearings and instead of making for her berth headed up the Charles river, where her progress was blocked by a pier of the Warren bridge. The vessel crashed into the pier with considerable force, and was badly damaged. Her frame work was broken, and one part of the cabin twisted out of place. No one was injured.

The railroad men found it difficult to see signals at 7 o'clock this morning and several trains were delayed, while the switching of freight trains was done under difficulties.

Fog was not the only element of delay this morning. For many hours the entire street railway system in the central part of the city was tied up. The trouble was caused by an explosion of gas in manholes on Albany street about midnight, causing the destruction of the feed wires leading from the central power house. At 2 o'clock the great cables on Albany street were burning furiously. The system was partially restored at daylight, but many exasperating delays occurred just as the army of suburbanites were coming into work. At times there were long lines of motionless cars on several out-of-town routes. Many persons were obliged to walk long distances and were late in arriving at their places of employment.

Ferryboat Winthrop of the South East Boston ferry, in command of Captain Johnson, while making one of her early morning trips lost her bearings and ran into one of the wharves near her slip, resulting in some damage to the boat.

During the 7 o'clock trip from East Boston to the city of ferryboat General Hancock she was in collision in mid-stream with a small stone-laden schooner, and a lighter in tow of a tug. There was no headway on the ferryboat at the time, and she was doing little more than drifting in the fog. Consequently the damage sustained was not material, the vessels merely coming together lightly.

The local steamers from eastern ports reached port on time, not having been delayed by the atmospheric conditions. The arrivals included the Penobscot, from Bangor, and the Bay State, from Portland.

In a South Framingham Dwelling.

SOUTH FRAMINGHAM, Mass., Oct. 17.—A fire was discovered early this morning in a two-story wooden dwelling-house known as the Sam Whiting house, which caused a loss of $3,000. The fire started in a bedroom, in the northwest corner of the building. The occupants of the house were away from home, and it is supposed that rats and matches started the blaze. The house is the property of A. Meades of this place, and is occupied by Miss Julia Donovan and Mrs. Marshall.

SEVENTH ARTILLERY BAND IN NEW YORK.

A writer in the October Metronome, a musical magazine, speaking of the bands in the recent Dewey celebration parade in New York, commends in enthusiastic terms the work of the Seventh United States Artillery band, which accompanied the troops from Fort Adams in the parade. He says: "This band starts off in a masterly style, paying particular attention to the expression marks placed there by the composer. Oh, what a change! It is a pleasure to listen to this band, so evenly balanced it sounds like a musical box, after what had passed. It proved beyond a doubt that the leader was a man of ability and his performers musicians. After the piece was ended the crowd cheered, and many complimentary remarks were passed on the little band. * * * If our big bands were to copy from the style of playing marches by the Seventh United States Artillery it would show that our bands were conducted by musicians."

COAL AND WOOD.

COAL
PINNINGER & MANCHESTER
SCERRY HILL WHARF
341 Thames Street
WOOD

A large assortment of the best quality, especially prepared for family use.

Schooner Corneliushas arrived with another cargo of the celebrated
PLYMOUTH WHITE ASH COAL
ALL SIZES.
T. Samway's, 113 Long Wharf.

Lorberry Stove Coal.
BARGE LOAD OF FRESH MINED
Lorberry Coal.
ALSO CARGO
Pittston White Ash CHESTNUT.
FOR SALE BY
GARDINER B. REYNOLDS CO.
OPPOSITE POSTOFFICE.

BOOTS AND SHOES.

Crawford Shoe
FOR MEN.

Enamel,	$3.50.
Russia Calf,	3.50.
Box Calf,	3.50.
Wax Calf,	3.00.

Wear Well! Look Well! But above all they are COMFORTABLE.
NORMAN,
160 THAMES STREET.
Newport Agent.

The Old Reliable Shoe Store,
186 THAMES STREET,
Is still here, doing business on the good old principle of 100c. worth for a dollar in Medium footwear for Men, Women and Children, and doing the most up-to-date Renovating and Repairing in the city.
H. S. HOLB.
Agency for White Star, Anchor and Dominion Lines. Atlantic Steamship Co.'s Tickets and Drafts for sale.

Latest Styles
—IN—
FALL and WINTER
Boots and Shoes.
—AT—
The T. Mumford Seabury Co.,
214 THAMES STREET.

JOHN S. LANGLEY,
Funeral Director
—AND—
EMBALMER.
Frederick E. Langley,
ASSISTANT.
Office
76 Franklin St. Telephone at office and residence.
Residence
1 School St.

Christmas Kittens
Orders are already being taken at THE OASIS KENNELS, reserving Persian and Angora kittens for Christmas gifts. Choice should be made early to secure kittens being held.
27 RHODE ISLAND AVENUE.

HOUSEFURNISHING GOODS.

Closing Out
Refrigerators, Ice Cream Freezers, Screens, Wire Cloth and all Summer Goods at Greatly Reduced Rates.
Social, Secure and Superb
HOUSEHOLD RANGES
ARE THE HANDSOMEST AND BEST.
Large line of Rogers's Plated Ware, and pretty Toilet Sets.
Lightning and Mason Jars
AT VERY REASONABLE PRICES.
EVERYBODY COME.
JAMES F. MARDEN,
Cottrell Block, 328 Thames Street.

FURNITURE, CROCKERY, PICTURES AND BRIC-A-BRAC
Packed and Shipped
To all parts of the world
—BY—
J. W. HORTON & CO.
42 CHURCH STREET.
Furniture Dealers, Manufacturers and Upholsterers.
J. W. HORTON. F. A. WARD.
FURNITURE STORED.

MILLINERY.

AUTUMN EXHIBITION
—OF—
Pattern Hats and Bonnets,
Wednesday and Thursday
October 4 and 5.
M. E. Tobin, 46 & 48 Washington Square.

FALL AND WINTER OPENING
—OF—
Pattern Hats and Bonnets,
Thursday, Friday and Saturday,
October 5, 6 and 7.
MOURNING GOODS A SPECIALTY.
G. H. KIRBY, - 86 Broadway.

Fall and Winter Opening
—OF—
FRENCH AND DOMESTIC PATTERN HATS AND BONNETS,
Thursday, Friday and Saturday,
October 5, 6 and 7
N. L. MASON, - 16 BROADWAY.

Path Gravel.
Blue Crushed Stone Path Gravel. There is none better, none handsomer, none that will wear better, and only one place you can get it. Address Peckham Bros., Middletown, R. I.

Grain-O Brings Relief
to the coffee drinker. Coffee drinking is a habit that is universally indulged in and almost as universally injurious. Have you tried Grain-O? It is almost like coffee but the effects are just the opposite. Coffee upsets the stomach, ruins the digestion, effects the heart and disturbs the whole nervous system. Grain-O loves up the stomach, aids digestion and strengthens the nerves. There is nothing but nourishment in Grain-O. It can't be otherwise. 15 and 25c. per package.

TRAVELERS' DIRECTORY.

New York, New Haven & Hartford Railroad.
EASTERN DISTRICT.

Time tables showing local and through train service between all stations may be obtained at all ticket offices of this company.

On and after Sept. 24, 1899, trains will leave Newport for Boston, Terminal Station, week days, 7:00, 8:20, 9:00, 11:00 a. m.; 1:00, 3:00, 5:00, 6:15 p. m. Return, 6:42, 8:42, 10:42 a. m.; 12:12, 2:12, 3:47, 4:42, 5:30, 6:42 p. m. MIDDLETOWN AND PORTSMOUTH, 7:50, 9:00 11:00 a. m.; 1:00, 3:00, 5:00, 6:15 p. m. FORESTDALE GROVE (Bay View), 7:00, 9:00, 11:00 a. m.; 1:00, 3:00, 5:00, 6:05 p. m. BRISTOL FERRY, TIVERTON, FALL RIVER and TAUNTON, 7:00, 8:20, 9:00, 11:00 a. m.; 1:00, 3:00, 5:00, 6:15 p. m. MIDDLEBORO, 8:20, 11:00 a. m.; 1:00, 3:00 5:00 p. m. HYANNIS, 8:20, 11:00 a. m.; 1:00, 3:00 p. m. PROVINCETOWN, 1:00 p. m. THYMOUTH, 11:00 a. m.; 3:00 p. m. NEW BEDFORD, 8:20, 11:00 a. m.; 3:00 p. m. LOWELL, 11:00 a. m.; 3:00 p. m. COTTAGE CITY, 11:00 a. m. PROVIDENCE, 7:00, 8:20, 9:00, 11:00 a. m.; 1:00, 3:00, 5:00, p. m. Return, 7:30, 9:20, 11:30 a. m.; 1:30, 3:30, 4:30, 5:30, 6:30 p. m.

SUNDAYS for BOSTON, 7:00, 11:00 a. m.; 3:00, 5:00 p. m. Return, 8:27, 8:15 a. m.; 12:15, 4:22 p. m. For PROVIDENCE, 7:00, 11:00 a. m.; 3:00, 5:00 p. m. Return, 7:30, 9:30 a. m.; 1:30, 5:30, 6:30 p. m. For PORTSMOUTH GROVE, 7:00, 11:00 a. m.; 3:00, 5:00, 6:15 p. m. For MIDDLETOWN, PORTSMOUTH, BRISTOL FERRY, TIVERTON, FALL RIVER, SOMERSET, DIGHTON, NORTH DIGHTON, WEST VILLAGE and TAUNTON, 7:00, 11:00 a. m.; 3:00, 5:00, 6:15 p. m. NEW BEDFORD, 7:00, 11:00 a. m.; 5:00 p. m.

a Boat from Fall River.
e Wharf Station.
A. O. BENDALL, Gen'l. Pass. Agent, Boston.
O. PETER CLARK, Gen'l. Supt., Boston.

For Block Island
Steamer G. W. Danielson, Captain Hodge, will leave Commercial wharf daily, except Sunday, at 1:30 p. m. Returning, leave Block Island at 7 a. m. Weather permitting.

Newport & Wickford Railroad and Steamboat Co.
"The Wickford Route." June 1, 1899.

LEAVE	A M	A M	P M	P M	P M	P M
Newport,	7:05	10:00	1:20	4:10	*7:35	*11:11
Providence, arr.,	8:50	11:50	3:18	5:55	9:54	.....
Boston, arr.,	10:15	1:15	4:22	7:00	11:00	.....
New York, arr.,	1:50	4:30	6:57	11:00	B 5:51	.....
	P M	P M	P M	P M	P M	A M

LEAVE	Night	A M	A M	A M	P M	P M
New York,	*12:03	.....	8:00	10:59	1:52	6:00
Boston,	12:01	6:45	10:38	1:02	3:55	7:00
Providence,	1:22	8:07	11:13	2:07	4:10	8:17
Newport, arr.,	6:35	9:40	1:00	4:00	6.40	10:32
	A M	A M	P M	P M	P M	P M

*Daily.
B Washington Express due Harlem River Station, N. Y., 2:15 A. M.; Philadelphia, 6:40 A. M.; Baltimore, 9:37 A. M.; Washington, 10:45 A. M.
**Through train between Wickford Junction, Philadelphia, Baltimore and Washington without change.
For tickets and drawing room chairs apply on steamer General, Commercial wharf, or at the Transfer Co.'s office, 20 Bellevue avenue.
C. O. COFFIN, Agent, Newport.

The Muenchinger-King and Hill Top Cottages.
NEWPORT, R. I.
Families or private parties, transient or permanent, accommodated at the above cottages, opposite Newport Reading Room.
BELLEVUE AVENUE.

WINTER BOARD.
A few rooms now vacant at Nesco Cottage. Sanitary plumbing, hot water heat; house comfortable and pleasant.
GEO. NASON, 26 Mill Street.

Desfossez House,
DRESSER STREET.
Beautiful location near the bathing beach and Cliff walk, and within a short distance of Bellevue avenue and the Casino.
Apartments elegantly furnished. Accommodations for 75 guests. First-class attendance. Terms moderate.

RUN INTO ONE ANOTHER.
DID YOU EVER NOTICE WHEN READING, ESPECIALLY AT NIGHT, HOW THE LETTERS RUN INTO ONE ANOTHER? CLOSE YOUR EYES FOR A MOMENT; DRAW ON THE RESERVE FUND OF YOUR NERVOUS ENERGY; THE LETTERS 'BRACE UP,' AND YOU READ AGAIN WITH EASE. A MOMENT LATER COMES ANOTHER CALL FOR NERVE FORCE. WHY NOT LET GLASSES DO THIS WORK AND USE THE WASTED POWER TO RELIEVE HEADACHES AND OTHER ATTENDANT ILLS.
EXAMINATION FREE BY
A GRADUATE OPTICIAN.
H. A. HEATH & CO.,
Jewelers and Opticians. 162 Thames St
NEWPORT, R. I.

NOTICE!
Automobiles
TO RENT BY THE HOUR OR DAY.
Electric carriages, holding three people besides the driver, for Ocean Drive, $3.
N. E. E. V. T. CO.,
(New England Electric Vehicle Transportation Co.)
17 & 19 Downing Street.

At Wholesale and Retail:
One-hundred-Pound Butter Firkins
WITH LIDS.
Just the thing for packing scallops, salt fish, pork, etc., or for cows to eat from.
HENRY A. THORNDIKE,
65 & 67 Bridge St., and 62 & 64 Long Wharf, Newport, and New Bedford, Mass.

A SIX-FOOT RAW-HIDE STRAIGHT WHIP,
25c., 5 for $1.00.
George Gratrix,
TRUNK AND HARNESS STORE,
90 BROADWAY.

TRAVELERS' DIRECTORY.

FALL RIVER LINE.
For New York, the South and West
Steamers PRISCILLA and PURITAN in commission. A fine cuisine on each.
Leave Newport week days and Sundays at 9:15 P. M. Due New York 7:00 A. M.
Returning, from New York steamers leave Pier 19, N. R., foot of Warren street, week days and Sundays at 5:00 P. M.
Eastward steamers touch at Newport, remaining here until 3:45 A. M., before proceeding to Fall River.
For tickets and stateroms apply at New York & Boston Despatch Express Office, 272 Thames street, J. I. Greene, Ticket Agent.
J. R. JORDAN,
Agent, Newport, R. I.
O. H. TAYLOR,
General Passenger Agent, New York.

OFFICIAL TIME TABLE.
NEWPORT & FALL RIVER STREET RAILWAY COMPANY.
IN EFFECT SEPT. 27, 1899.
Leave Fall River for Newport—*7:15, **7:45, 8:15, 9:45, 10:45, 11:45 a. m.; 12:45, 1:15, 1:45, 2:15, 2:45, 3:15, 3:45, 4:15, 4:45, 5:15, 5:45, 6:15, 6:45, 7:45, 8:15, 9:45, 10:45 p. m.
Leave Newport—For Fall River—*7:15, 8:15, 9:15, 10:15, 11:15 a. m.; 12:15, 1:15, 1:45, 2:15, 2:45, 3:15, 3:45, 4:15, 4:45, 5:15, 5:45, 6:15, 6:45, 7:15, 8:15, 9:15, *10:45 p. m.
*To Portsmouth car house only.
**Not run Sunday.
Running time between City Hall, Fall River, and Newport, 60 minutes.
Last car for Fall River leaves Newport (Bell street) at 9:15 P. M.
Last car for Newport leaves Fall River at 8:45 P. M.
Last car for Portsmouth car house leaves Fall River at 10:15 P. M.
Last car for Portsmouth car house leaves Newport at 10:15 P. M.
More frequent trips will be run Saturdays, Sundays and holidays when pleasant.
Subject to delays, changes and corrections without notice.
Office at Portsmouth, R. I., is connected with long distance telephone. Special cars may be had upon application at the office of this company or at the office of the Globe Street Railway Co., at Fall River.
H. S. GOFF, General Manager.
E. H. FILLMORE, Jr., Superintendent.

Providence, Fall River & Newport STEAMBOAT CO.
On and after Sept. 18,
LEAVE NEWPORT FOR
Providence
Week days, 9 a. m. Leave Providence, week days, 4 p. m.
Mondays and Saturdays only stop at Prudence each way. Stop at Conanicut Mondays only each way.
Excursion Tickets, only 90 cents.
E. BUFFUM, Supt. Transportation.
ARTHUR R. WATSON, President.

Jamestown & Newport Ferry Co.
FROM FOOT OF MARKET SQUARE, NEWPORT,
On and after October 8, 1899,
Steamer Conanicut or Beaver Tail
Will run as follows:
Leave Jamestown—6:15, 8:15, 10:00, (U. S. Mail); 11 a. m.; 12:00, 2:00, 3:30, 5:00, (U. S. Mail); 6:00 p. m.
Leave Newport—6:45, 9:30, 11:30, (U. S. Mail); 12:00 a. m. 1:30, 2:30, 4:30, (U. S. Mail); 5:30, 6:30 p. m.
SUNDAYS.
Leave Jamestown—9 a. m.; 12:30, 4 p. m.
Leave Newport—9:30 a. m.; 1:00, 4:30 p. m.
Subject to change without notice.

OCEAN STEAMSHIPS.

Boston & Philadelphia Steamship Co.,
FROM
Fall River to Philadelphia Direct,
Every Wednesday and Saturday,
At 6 P. M., connecting at Philadelphia with all rail and water lines to the south and west. Close connections made with all points on the N. Y., N. H. & H. Railroad.
Quick Despatch. Prompt Delivery.
Mark goods WINSOR LINE.
For rates and other information apply to
J. R. JORDAN, Agent N. Y., N. H. & H. R. R.
or to H. J. Burgess, Agent,
Dorlick Wharf, Fall River.
E. B. SAMPSON, Gen'l. Manager, Boston, Mass.

Eyesight!

THE ART OF SEEING CONSISTS IN THE EYE NOT BEING CONSCIOUS THAT IT IS BEING USED. IF YOUR EYES FEEL TIRED AND YOU DON'T SEE RIGHT YOU NEED TO VISIT US.
MY OPTICAL GOODS GIVE UNIVERSAL SATISFACTION AND ARE RECOMMENDED BY ALL.
L. N. VAUGHAN, OPTICIAN,
88 BROADWAY, NEWPORT.

H. J. Hass's
IS THE PLACE FOR ALL KINDS OF
Fresh Cut Flowers and Plants.
FUNERAL AND WEDDING WORK A SPECIALTY.
PRICES VERY LOW.
SATISFACTION GUARANTEED
224 THAMES STREET.
TELEPHONE CONNECTION.
WE HAVE SEVERAL.

FRASCH'S
ICE CREAM
Made from pure cream, and flavoring strictly of the highest quality.
STRICTLY PURE.
NO ADULTERATION.
NONE BETTER MADE.
PURE CANDIES.
You will find a full assortment of PLAIN and FANCY
CANDIES, CHOCOLATES AND BON BONS,
At prices to suit every purchaser of a good and wholesome article.
We take special pride in putting nothing before the public that is not made from the best and purest that can be obtained.
CHAS. F. FRASCH, CONFECTIONER
170 Thames St

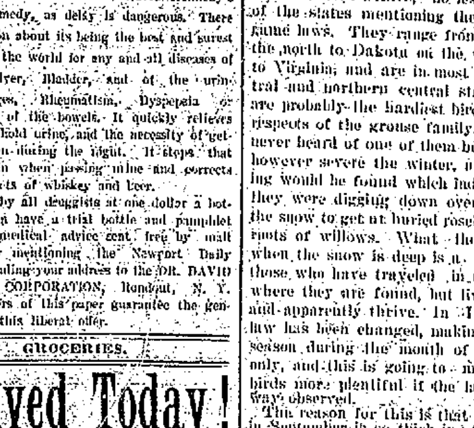
FIND OUT YOURSELF.

Why ask a physician to find out whether your Kidneys are diseased. Take a glass tumbler and fill it with urine. If there is a sediment after standing twenty-four hours, your Kidneys are sick. If you have a desire to urinate often, a pain in the back, or if your urine stains linen, you should at once take Dr. David Kennedy's Favorite Remedy, as delay is dangerous. There is no question about its being the best and surest medicine in the world for any and all diseases of Kidneys, Liver, Bladder, and of the urinary passages, Rheumatism, Dyspepsia or constipation of the bowels. It quickly relieves inability to hold urine, and the necessity of getting up often during the night. It stops that scalding pain when passing urine and corrects the bad effects of whiskey and beer.

It is sold by all druggists at one dollar a bottle. You can have a trial bottle and pamphlet of valuable medical advice sent free by mail postpaid, by mentioning the Newport Daily News and sending your address to the DR. DAVID KENNEDY CORPORATION, Rondout, N. Y. The publishers of this paper guarantee the genuineness of this liberal offer.

GROCERIES.

Arrived Today!



A carload of

Washburn, Crosby Co's

Famous

Gold Medal Brand.

This flour is freshly milled from pure old wheat, and there is no better time to put in a barrel or two for winter use than the present, and there is no better flour on earth than WASHBURN'S GOLD MEDAL BRAND, it makes no difference what price you pay. We are selling

Barrels,	$4.75
Half-Barrels,	2.50
Half-Barrel Cloth Sacks,	2.38
1-8 Barrel Bags,	.60

TAKE NOTICE—For a short time we will make a discount of 25c. on barrels when taken at the store.

—AT—

The Boston Grocery,

Smith's Building, 72 Broadway,

O. F. WILCOX, PROP'R.

IF you want

CHEESE

That is Soft,
Mild, Rich,
Creamery
and Buttery,

CALL AT

Peckham & Manchester's

BROADWAY.

ESTABLISHED 1814.

FANCY R. I. GREENINGS,

New York State Kings and Extra Fancy Duchess Apples.

Extra Fancy Seckel and Sheldon, Fancy Miriam and Bartlett Pears.

NOVELTIES.

Rich's Fruit Cake,
Peanolia Sandwiches,
Malt Breakfast Food.

Try our B. & M. Coffee, 32c. per lb.

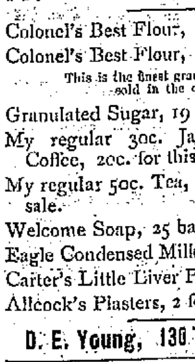
C. SHERMAN & CO.,

243 & 245 Thames Street.
Telephone 361-2.

At D. E. YOUNG'S.

Colonel's Best Flour, $4.50 per bbl.
Colonel's Best Flour, 55c. per bag.
This is the finest grade of flour sold in the city.
Granulated Sugar, 19 lbs. for $1.
My regular 30c. Java and Mocha Coffee, 20c. for this sale.
My regular 50c. Tea, 35c. for this sale.
Welcome Soap, 25 bars for $1.
Eagle Condensed Milk, 15c. per can.
Carter's Little Liver Pills, 2 for 25c.
Allcock's Plasters, 2 for 25c.

D. E. Young, 130 Thames St.



$1.95 BUYS A $3.50 SUIT

3,000 CELEBRATED "KANTWEAROUT" double seat and double knee. Regular $3.50, Boys' 2-Piece Knee-Pant Suits going at $1.95. A new suit free for any of these suits which don't give satisfactory wear. Send No Money. Cut this Ad. out and send to us, state age of boy and say whether large or small for age, and we will send you the suit by express, C.O.D., subject to examination. You can examine it at your express office and if found perfectly satisfactory and equal to suits sold in your town for $3.50, pay your express agent our special offer price, $1.95 and express charges. THESE KNEE-PANT SUITS are for boys from 4 to 15 years of age, and are retailed everywhere at $3.50. Made with double seat and knees, latest 1899 style as illustrated, made from a special wear-resisting, heavy weight, ALL-WOOL Oakwell cassimere, neat, handsome pattern, fine serge lining, Clayton patent interlining, padding, staying and reinforcing, silk and linen sewing, fine tailor-made throughout, a suit any boy or parent would be proud of. FOR FREE CLOTH SAMPLES of Boys' Clothing (suits, overcoats or ulsters), for boys 4 TO 19 YEARS, write for Sample Book No. 90C, contains fashion plates, tape measure and full instructions how to order. Men's Suits and Overcoats made to order from $5.00 up. Samples sent free on application. Address,
SEARS, ROEBUCK & CO. (Inc.), Chicago.

THE PARTRIDGE.

A Game Bird Difficult to Shoot but Easily Trapped.

The ruffed grouse, sometimes called partridge, "cock of the woods," or pheasant, has a wide range of habitat in the United States, no less than 26 of the states mentioning them in their game laws. They range from Maine on the north to Dakota on the west, south to Virginia, and are in most of the central and northern central states. They are probably the hardiest birds in many respects of the grouse family. I have never heard of one of them being frozen, however severe the winter, and scratching would be found which indicated that they were digging down over a foot in the snow to get at buried rosebuds or the roots of willows. What they live on when the snow is deep is a mystery to those who have traveled in the woods where they are found, but live they do, and apparently thrive. In Illinois the law has been changed, making the open season during the month of September only, and this is going to make these birds more plentiful if the law is halfway observed.

This reason for this is that the foliage in September is so thick in the woods (and the ruffed grouse is rarely found in the open) that hunting him will be a very difficult matter. In the places he frequents the trees are usually close enough together to make practically a sheet of leaves during the time he may be shot. And no bird in the timber is harder to bring down than this same ruffed grouse. His flight is very swift, strong and hard to stop as he whizzes through the woods. He seems to be able to get past the trees without the slightest difficulty, and, like the woodcock, has the happy faculty of putting a tree trunk between himself and the sportsman when opportunity offers.

The ruffed grouse is a true game bird, lying well to the dog and giving exciting sport wherever found in numbers large enough to furnish fair shooting. In Michigan, which is a good grouse state, he is often found in the same country with the quail, and the hunters there get them when hunting for the latter bird. In Illinois, on the contrary, the quail have nearly all disappeared in the grouse country, the cold winters having frozen them out or driven them to more temperate portions of the country. In Indiana, also, the ruffed grouse is found with the "bob white." Like the quail, his flesh is white, inclined to be a trifle dry, and very delicious eating. The colors are dark brown, blended with gray and with black, and there is a crest on the top of the head. The ruffs are a prominent feature of the bird's appearance, and are two in number, one on each side of the neck. They are composed of from 20 to 30 feathers each, and the bird takes its name from them. The tail is long, broad and banded, and when stretched out and dried will make quite a unique fan.

The ruffed grouse is about 16 to 18 inches long, and will weigh from 2 to 2½ or 3 pounds. He is an exceedingly handsome bird, excelling the pinnated grouse in this respect. His wings are short and rounded and capable of surprising bursts of speed. There is no lumbering awkwardness when this bird rises. He springs from the brush with the speed of a rocket, and it takes quick shooting to get him. And "doubles" on ruffed grouse in thick cover is one of the most difficult things to do in shotgun shooting. They are strong birds and require to be hard hit to be brought down, unless when a stray shot breaks a wing or hits them on the head or neck. Like other birds of the grouse family and quail, the ruffed grouse when struck in the head, if not killed outright, will "tower," as it is called, flying straight up into the air to quite a height. When a hunter sees a grouse "tower" all he has to do is to watch where the bird falls. When he finds the game it will be a case of "dead bird."

In the alder bushes and in the foothills of the New Hampshire mountains I have found the birds in flocks of from a dozen to 20 grouse. The natives hunted them there with a cur dog and a shotgun or rifle. The dog ran ahead and scared the birds up into the trees, barking at them vigorously after they were treed. The grouse would not fly, but would watch the dog. The hunter would slip along as soon as he heard the dog barking and "pot" the birds as they sat on the limbs. When a shotgun was used the flock would generally fly after one or two shots. But with a small rifle a number of birds could be shot from one flock by shooting the under birds first and the scattered ones, and keeping perfectly quiet. It was a murderous way of getting grouse, not much better than snaring them with "twitch-ups," and gave the birds not the slightest chance for their lives. This habit of the ruffed grouse is well known.

The "drumming" of the ruffed grouse is a peculiar habit of his, and has been the subject of more discussion and dispute than almost anything else except the merits of dogs. The "booming" of the prairie chicken, or pinnated grouse, is acknowledged to be produced from the bird's throat, but how the "pa'tridge" does his "drumming" is a mooted question. But he does "drum," and the resonant woodland roll of the tattoo is one of the striking sounds of nature, as are the sonorous notes of the bull-frogs, the basso profundo of the justly celebrated "thunder pumper" and the never-to-be-forgotten moan of the "kill-a-loo bird."

Like the quail, the ruffed grouse is susceptible to deceit, and he is trapped and snared in the eastern and northern states particularly in great numbers by the farmer boys and by the market hunters. He is especially foolish about snares and puts his head into them with a fatuous confidence that is rapidly thinning out his numbers, even where he was once numerous. Only the most rigid application of a non-selling game law will effect any adequate improvement in the situation. When the deep snows come he is sufficiently hard pushed to take almost any chance to get food, and box traps and "figure fours" take him out of the inclement weather into the hospitable frying-pan with dismal frequency. Yet, like all the grouse family, nearly, he shows great cunning when wing-tipped, and he is sagacious enough when hunted. But the traps and snares are too much for him and are responsible in great measure for his depreciated and depreciating numbers. If he is to be kept in the woods he must have better protection.

Hunting the ruffed grouse requires about the same paraphernalia as ordinary quail shooting, except that No. 6 shot instead of nines or eights should be used. A 12-gauge gun is heavy enough, and a good dog of either pointer or setter blood will answer. The setter in ragged cover will stand the going better, and in most ruffed grouse cover there will be water enough so that a setter can get a drink occasionally.—[Ernest McGaffey, in the Chicago Record.

A NOVEL ENTERPRISE.

A young New Jersey woman, 23 years old, has been engaged in practical gardening for nearly five years, and last year cleared $1,856. She says, in the Woman's Journal:

"My father was a Jersey farmer, and I, as the eldest of five girls, took up the farm work when my father died suddenly. It was the middle of the season, and the crop on which we depended had to be worked and gathered. When the end of the year came, and it was discovered I had managed well, had paid the interest on our mortgaged property, kept the girls at school, and had a small surplus laid by, it was decided that I run the place another 12 months.

"A gentleman living in South Orange rode over my farm one day, and was so pleased with its appearance that he asked me why I couldn't come and break up his garden. He asked the question in jest, but found me willing to take the matter up in a business way. I went over the next week and laid out and planted his garden. He was pleased with my work and fell to bragging about that garden before the seeds came up. His boasting induced several persons who had never thought of raising their own vegetables to offer their work. Fortunately, that season proved a good one, and owners of the gardens I had planted and continued to work were well pleased with the result in a financial way, as well as having enjoyed the pleasure of picking their own vegetables.

"Before the beginning of a second season I made calls on a number of persons living in the Oranges and Montclair, and engaged to take the planting and working of their kitchen gardens for the coming season. Don't think I went to the wealthiest families. They are the very people a woman wishing to engage in this work must avoid. Such persons are able to employ a special gardener, and have a stable full of horses to do any sort of work they fancy. I applied to those who kept neither horse nor man, but whose lot contained a good garden plot. In the majority of instances this was not a very big piece of land, and had been allowed to run to weeds.

"I take my gardens in rotation; that is, I break up the whole of them in the autumn; in the spring I give them the second working over; then I go back, lay them all off, plant the earlier varieties of seeds, and so my gardens all come on together. As I always supply the seeds and plants, I get them at wholesale prices, which greatly reduces the cost. I have my own greenhouses and forcing beds, so I raise all the plants used. Then, too, I make on my farm all the compost needed as fertilizer. I may also add that there are many vegetables the seeds of which are saved each year. But that is a department looked after by my younger sister, who declares that she intends becoming a seed farmer.

"As the result of my five years' work on our farm and as visiting gardener, I have paid off the mortgages on our property, have carried out my father's plan as to the education of my sisters, have added many new implements, own four instead of two horses, and am beginning to lay by with the intention of buying more land.

"One great advantage of my profession is that the pay is sure. It is in no way dependent on the season or on the yield of the land. I agree to plant the garden for a stated sum. Then having the horses and labor at command and supplying seeds, etc., it is like buying at wholesale and selling at retail. I always make at least a weekly inspection of every garden and direct my men when and where to go and what to do. I use a wheel in going about, and you may be sure no grass grows under that bicycle, but neither do I work myself to death.

"Any woman desiring to take up this work, I would advise to begin in a suburban place, where people are in good circumstances and own their own homes. In such localities the lots nearly always contain a garden plot which, if properly worked, will produce all the vegetables, flowers and melons the family can use. She may have some difficulty in persuading the owners to make a beginning the first year, but after that, if she manages properly, I will guarantee she will have no difficulty in holding her job. I have never found a family who were willing to go back to buying vegetables after experiencing the pleasure of picking them in their own garden."

FRUIT TREES BY THE ROADSIDE.

Roadside fruit trees are a feature of Europe. France first set the example of planting fruit trees along the highways. Germany and Belgium have followed. On the highways of Wurtemberg the fruit harvest 20 years ago was valued at over $300,000. Last year it was three times as much. The revenue from the national roads of Saxony, planted with fruit trees, has been $340,000 in 14 years. In Belgium, in 1894, 741,571 fruit trees were planted along the public highways, which furnished $2,000,000 worth of fruit. In France the production of fruit is estimated at $30,000,000. In southern France many of the roads have cherry trees; in Touraine plum trees predominate. In other regions the walnut and the chestnut are planted, while in Normandy, naturally, apple trees are planted. Twenty years ago the roads of the north-east of France were lined with stately poplars, but they were continually sending off shoots into the meadows, and the farmers complained so strongly that axes and saws were brought out, and soon the roads were denuded. In their places plum trees have been planted, and thousands of baskets of fruit are now sent to Paris daily.

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FINANCIAL.

NEW YORK, Oct. 17.—Wall Street—The stock market opened irregular, with Atchison preferred at 63, Burlington 130⅛, Federal Steel 54⅛, Leather preferred 77¼, Louisville 82⅛, Manhattan 108⅝, Brooklyn Transit 83¼, Northern Pacific 52⅜, People's Gas 110½, Rock Island 112⅝, Sugar 143⅞, St. Paul 124¾, Southern preferred 52½, Tennessee Coal & Iron 110¾, Tobacco 120½, Union Pacific 48¾, and Union Pacific preferred 75⅝.

10—A number of the specialties showed sharp fractional gains at the opening, but changes in the railroad list were small. Exceptions were Great Northern preferred, Baltimore & Ohio, Pullman and American Tobacco, which advanced from 1 to 1¾, and St. Paul and Omaha, which dropped a point each. Trading was moderately active.

11—The volume of business increased greatly, and there was a general advance in prices. Strong gains were made in some cases, Laclede Gas figuring for 3 points. Steady absorption of Baltimore & Ohio lifted it 2½, and Southern Pacific rose strongly after a momentary hesitation. Specialties as a rule made good progress upwards, and were not influenced by the weakness of Brooklyn Transit.

NEW YORK, Oct. 13.

	Noon.
Atchison	20¼
Atchison preferred	63¼
Canada Southern	54
Chicago, Burlington & Quincy	130⅛
C., C., C. & St. Louis	58⅛
Delaware & Hudson	121½
Delaware, Lackawanna & Western	165
Erie	12⅞
Illinois Central	112½
Lake Shore cfered	200
Louisville & Nashville	81⅜
Manhattan	107
Metropolitan Traction	191¼
Missouri Pacific	44¼
Missouri, Kansas & Texas	12⅛
New Jersey Central	118⅛
New York Central	135⅝
Northern Pacific	52⅛
Northern Pacific preferred	74⅜
Northwestern	168
Ontario & Western	21⅛
Oregon Navigation	42
Reading	20⅞
Rock Island	112⅞
St. Paul	125
St. Paul preferred	170⅞
Southern Pacific	37¼
Texas & Pacific	18⅛
Union Pacific	48¼
Union Pacific preferred	75⅛
Wabash	7⅛
Wheeling & Lake Erie	11⅛
Adams Express	114
Wells, Fargo Express	130
American Spirits	3½
American Tobacco	110⅛
Continental Tobacco	42
Continental Tobacco preferred	92⅛
General Electric	118⅛
Lead	29⅛
Pacific Mail	39⅞
Pullman Palace Car	200
Sugar	141
Tennessee Coal & Iron	110½
Leather	15
Rubber	40
Western Union	88

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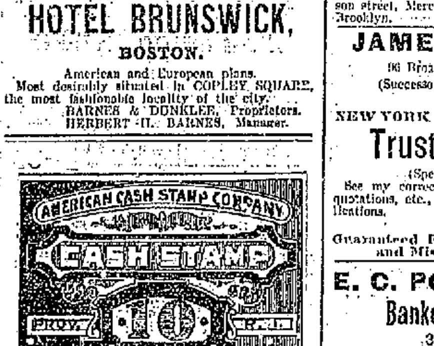

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QUAKER

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EAST RIVER BRIDGE WORK.

Stone Piers and Iron Frames Conspicuous on the Waterfront.

Now for the first time is the New East River bridge that is to be such a triumph of engineering beginning fairly to show itself. Each day's work this fall tells on the overtowering structure soon to dwarf the old Brooklyn bridge to a veritable pygmy. Those curious must indeed go down to the river front near the Grand street ferry on either the New York or the Brooklyn shore to watch the progress, but already the "false-work" on the tower's site on Manhattan island is well up, a tall skeleton of timber that is easily to be seen from a distance.

The anchorages on both sides of the river are far advanced, high bulks of cemented stone, with much of the metal work that will hold the cables in place even now on them. It is on these anchorages and in making ready for the structures of the steel towers that work is being pushed at the moment. In a few months the towers will be in hand; by next summer in all probability the swinging of the cables started. Yet today the new bridge has a concrete form.

The "falsework" stands on the top of the stone piers that end some 20 feet above water and are solid foundations for the mastodon steel legs that will rise up to a height of 335 feet. To the layman the present bridge looks a sufficiently flimsy affair, a floating web over the waters. The new span, however, will seem far more fragile and light. Open lengths and beams of steel will float the structure high in air, and the new bridge will, again, lack even the stone of the old, for it will have no masonry, concrete and granite approaches, but after the anchorages are passed it will come down to terra firma on great legs of steel, each pair or pairs shorter than those that have immediately preceded them, until the grade of the street is reached.

Beyond the little stone piers, or foundations, for this series of "legs," there is only the building of piers for the "intermediate towers," which will be midway between the anchorages and river towers, and will extend no higher than the roadways. This includes all the stonework.

Thereafter it will be simply the construction of steelwork and the placing of cables, a task that can be accomplished almost in a twinkling when the slowness with which the present Brooklyn bridge was built is taken into consideration.

Chief Engineer Buck said only the other day in an interview that the bridge would be completed before the close of 1901, two years from now. It does not need the eye of an expert to see that this may readily be accomplished. When the length of time it took to build the old bridge is compared with the work on this the progress seems little short of marvelous.

One hundred and twenty-nine feet is the "falsework" on the lower piers up at the present moment. It will eventually rise to a height of 150 to 160 feet. Frail as it seems from a distance, it is really the stoutest kind of skeleton construction, and huge timbers compose it. From this the great steel tower is to be built. A 45-foot traveler will stand upon it, and will swing the mighty beams of steel into place. When the tower passes the "falsework" in its upward course the traveler will be transferred to it, and the final touches put on from the tower itself.

On the Brooklyn shore no "falsework" has yet raised itself, though it will be put in place soon. The Brooklyn anchorage is, however, far ahead of that on Manhattan island, owing to the fact that in Brooklyn a sandy soil was struck, and the foundation of the stone work could be laid with little trouble. On this side of the river pile driving was necessary, and the work was held back for some time.

Where the New York tower will stand the visitor sees a busy place. Men are clambering like monkeys on the "falsework," and scows are close to dredges that are scooping up tons of black river mud. Between anchorage and river piers there is a fully equipped stone yard in operation, and over this to the present top of the anchorage passes a rough wooden roadway, high in the air.

One of the most interesting sights in the bounds of New York today is the top of this anchorage. It is now up but a small part of its height, which is to be 191 feet. Its other dimensions are to be 178 by 152, and thus the size and extent of this massive bulk of masonry may be seen. What it is not the solid bulk of concrete and stone one would suppose. Even now its structure and design may be clearly seen. A huge rectangular "well," or open space, is in its centre—a gigantic hollow. Such a core does not weaken the great mass, and represents besides a great saving in stone. There are other "wells," too, four in number, but much smaller, where the cables have their ending and are to be secured, locked, clamped, wielded down beneath many tons of stone and masonry, at the lowest and securest point of the anchorage's depths.

Now, as the anchorage slowly rises, each day seeing some gain, its top is an indiscriminate heap of unset blocks of stone and girders, the bars that will hold the cables, the big derricks and the men. The sight is strange enough to be well worth the trip up in the air. Of greatest interest, nevertheless, is the way the huge cables are to be secured. At the bottom of the "wells," set on concrete, will be eye beams. Castings are to be put upon these, held in place by a girder system fitted in with solid concrete. A masonry tunnel is thus formed through which the anchor chains, the eye bars, will pass. It is these eye bars that grip the cables and hold them steadily, unerringly. They are held down in the "well" by girders 12 feet long and five feet thick, set on knuckle stones—great blocks of granite. For each cable there are 21 eye bars, extending in a double line, 11 links in the upper chain and 10 in the lower. They vary in size, running from nine to 14 feet. Practically they may be compared to gigantic needles, for the strands of the cables (there will be 37 strands in each) are slipped in what might be called the eyelet holes of these. Each put through its eyelet hole goes back to the opposite shore and is laced across. It is needlework extraordinary, on a master scale. —(New York Tribune.

"KING OF THE OPIUM RING."

The sensational melodrama, "The King of the Opium Ring," which will be presented at the Opera House this evening, deals with life among the Chinese in San Francisco. The sunshine and shadow of the great metropolis of the West afford the plot, comedy, heart interest and many sensational surprises in the play. The scenery for all four acts is said to be beautiful. It comes from the studio of D. Frank Dodge, Herald Square Theatre, New York, and as Mr. Dodge is a native of the Golden West and familiar with the scenes in and about San Francisco, his work has the virtue of being an accurate production. San Francisco bay, the Golden Gate, the heart of Chinatown, with its Joss-house and Chinese theatre, are all shown, and the play is mounted on an elaborate scale and produced by a cast of 40 people.

THE JETER FAMILY CONCERT.

The Jeter family, which will give their annual concert and entertainment for the benefit of the Shiloh Baptist Church at Masonic Hall Thursday evening, will be assisted by Miss Louise Brown in vocal selections, and the concert will be under the direction of Master Leonard Jeter. The program is as follows:

PART FIRST.

Greeting Song.
Invocation.
Cornet solo, "The Palms," Master Leonard
Reading; "The Inventor's Wife," Miss Susie
Solo, "Robin Come and Kissed Me," Miss Nellie
Solo and chorus, "The Homeless Waif," Miss Louise and Company.
Solo, "Blue Forget-Me-Not," Little Mary
Solo, Pastor Jeter
Chorus, "Home Protection Battle Cry."

PART SECOND.

Instrumental, Prof. H. P. Williams
Piano, cornet and two violins.
Solo, "The Kettle and the Clock," Miss Louise Brown
Piano solos:
a. "Under Bright Skies," B. L. Whelpley
b. "Narcissus," Ethelbert Nevin
Miss Octavia.
Solo, "Little Boy Blue," Miss Nellie
Piano duet, "Qui Vive," Miss Octavia and Master Walter.
Duet with orchestra, "Withered Hopes" Misses Louise and Susie
Quartet, "Come Where My Love Lies Dreaming."
Chorus, "Home, Sweet Home," Company

COURT PRIDE'S SOCIAL.

Court Pride of the City, No. 12, Foresters of America, gave a social in Odd Fellows' hall last night, music being furnished by the Training Station orchestra. There was a very large attendance. The prompting for the dancing was by P. J. Sullivan. The committee of arrangements consisted of Messrs. D. Bowman, chairman; W. H. Chadwick, J. Sullivan, P. Connell, James Galvin, J. P. Martin, J. B. Keating, L. Scheaffer, R. D. Campbell, A. P. Jennings and W. G. Ward. The floor managers were Samuel N. Booth, Jr., and John A. Girr, and the aids were Thomas Downs, James Howard, H. Brady, P. R. Coudon, J. E. Sullivan and H. Flanagan. Messrs. Daniel J. McGowan, Thomas Ryan, B. Fogarty, H. Weiner, E. Cavanagh and D. Russo comprised the reception committee.

NORTH ATLANTIC FLEET BOAT RACES.

Saturday the crews of the ships of the North Atlantic squadron had a number of boat races at Norfolk, in none of which the Brooklyn crews competed, as that ship is busy preparing to go to Manila, whither her Raymond racing cutter will probably go to win some money from the crews of the Pacific fleet. The distance was only two miles, straightaway, with the tide. The first race was between crews of marines, who finished in this order: Massachusetts, New York, Indiana. The second was between the firemen of the New York and the Indiana, the former winning. The third, a special for racing cutters, was won by New York, 12 seconds ahead of Indiana. The fourth was a gig race, Indiana beating Massachusetts. The dinghy race was won by Indiana, with New York second and Massachusetts last. This is the second series of races by strictly naval crews since the ships left Newport, and all talk about naval crews never rowing less than five miles seems to have been knocked in the head. Neither course is as long as the regular cup course in the upper harbor.

RIGHTS OF WITNESSES.

A writer in the New York Times says: "The breezy exchange of compliments between Mazet's counsel and a pair of his witnesses recently was decidedly refreshing and entertaining in more ways than one. The behavior of the witnesses seems to have been quite appropriate for the occasion, and in point of respectability fully up to the level of the manner and method of their inquisitor. But had they been before a court of ordinary jurisdiction and power they would doubtless have been promptly subdued or punished for contempt of court. The truth is that, owing to the license assumed by the lawyers, and too frequently accorded by the judges, to wantonly insult any witness whom they may choose to make a victim, anything resembling the usual court hearing is frequently nothing less than a mockery of decency and fairness. Of course, it is only the cur or shyster that indulges the offensive practice, but, like the poor, he is always with us—in court.

If any act of omission or commission tending to debase the dignity of judicial procedure is proper cause of punishment for contempt of court, then logic, if not law, would frequently put the penalty upon the judges for their neglect to suppress wanton insolence from the aforesaid brand of lawyers which frequently and very naturally threatens a breach of the peace.

"Punishment of a judge for contempt of court may be a novel event, but novelty is not necessarily absurd or bad. Think it over."

The trees on one side of an avenue in Brussels have developed the singular habit of shedding their leaves in August and budding and even blossoming again in October. On the other side, the trees retain their foliage until late in autumn. Botanists are inclined to see in this an effect of current leakage from the electric railway.

STATE OF OHIO, CITY OF TOLEDO, } ss.
LUCAS COUNTY, }

FRANK J. CHENEY makes oath that he is the senior partner of the firm of F. J. CHENEY & CO., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATARRH CURE. FRANK J. CHENEY.

Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.

SEAL. A. W. GLEASON, Notary Public.

Hall's Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Send for testimonials, free.
F. J. CHENEY & CO., Toledo, O.
Sold by Druggists, 75c.
Hall's Family Pills are the best.

MIDDLETOWN.

Not Much Business at the Regular Town Council Meeting.

[Regular correspondence of the News.]

The monthly meeting of the town council and court of probate was held at the town hall Monday afternoon. Councilman Lionel G. Peabody being on a visit in the West, there were only four members of the council present, including Messrs. A. Herbert Ward, Rescrom S. Peckham, Arthur L. Peckham and Henry I. Chase. There were few municipal matters requiring attention and the comparatively brief session was devoted principally to the consideration of probate business.

The persons to whom highway contracts were awarded October 2 were present with their sureties and executed their respective contracts, and the bonds required.

It being certified to the council that J. Overton Peckham had nearly completed the covering of 703 feet of the West Main road, next north of Chase's lane, he was granted an order on the town treasury for $447.93, in part payment of his contract to improve this piece of highway.

At the council meeting held August 21 the Providence Telephone Company was granted permission to erect poles and string wires thereon in Green End avenue from the Newport line to Miantonomi avenue, on the new highway running northerly from Green End avenue to Vernon avenue, and also through Vernon avenue to the boundary line of Newport. This permission was granted on certain conditions, among which was that the company should give a bond of indemnity to the town of Middletown. Since then the poles have been erected and yesterday the company presented its petition asking for a modification of the grant of August 21, and that the company be relieved from giving any additional bond, as it had already given its bond in the sum of $10,000 to indemnify the town from all loss or cost occasioned by the erection of poles and wires in any of the highways of Middletown. This petition was granted and the order of August 21 amended so as to release the company from the obligation of giving any additional bond.

On the petition of Mary B. Case and others, the will of Mary B. Weaver was proved and admitted to record, and George P. Lawton was appointed administrator with the will annexed and required to give bond in the sum of $14,000, with Horace N. Hassard and James S. Hazard as sureties. For appraisers on this estate, Joseph S. Anthony, C. Henry Congdon and James Anthony were appointed.

An inventory of the personal estate of Thomas C. Hammond, presented by J. Stacy Brown, administrator, was allowed and ordered recorded.

Charles H. Ward, administrator on the estate of Henry F. Taber, on his petition was granted leave to sell at public auction the real estate lying between Turner's lane and the East Main road, containing eight acres, the sale to be made after proper notice is given and said administrator has given bond in the sum of $2,000, with C. Henry Congdon, as surety, for the due application of proceeds of sale.

I. Lincoln Sherman was appointed administrator on the estate of his sister, Gertrude E. Sherman, upon his giving bond in the sum of $500, with Edward A. Coggeshall and Charles A. Albro as sureties.

The last will and testament of Cornelia Sherman was proved, allowed and ordered recorded and letters testamentary on her estate were granted to I. Lincoln Sherman, as sole executor. Before entering upon the execution of this trust, said executor is directed to give bond in the sum of $2,000, with Edward A. Coggeshall and Charles A. Albro as sureties.

George Coggeshall, Albert A. Anthony and Edward R. Anthony were appointed appraisers on the estates of Gertrude E. Sherman and Cornelia Sherman.

Mrs. Sarah Smith is visiting her brother, Mr. Michael Peckham, at Block Island.

Mrs. Anastasia Ward of Newport is with her daughter, Mrs. Harry Hazard.

Mr. John Gladding of Jamestown was in town yesterday.

Mr. Harry Peckham is confined at home by illness.

Miss Annie P. Smith spent a few days recently with relatives in Westerly.

Miss Laura G. Tilley of Newport is guest of her sister for a few days.

Mr. and Mrs. William H. Sherman and Mrs. George Wyatt have returned from a brief visit to Mr. and Mrs. Edward Irish in East Greenwich.

Harold Peckham, son of Mr. and Mrs. Frank Peckham, who severely cut his wrist, is at the Newport Hospital, where the little fellow is doing well.

PORTSMOUTH.

[Regular correspondence of the News.]

Mrs. Mary Macomber and her daughter Marguerite have closed their summer cottage at the head of Park avenue and gone to Washington, D. C., to spend the winter and spring.

Mr. and Mrs. Frederick A. Field celebrated the anniversary of their marriage Monday evening, by entertaining a large number of guests, among them the King's Daughters.

Rev. J. Sturgis Pearce goes to New York today to spend his vacation. He is accompanied by his family.

Mrs. James M. Usher and Mrs. Arthur P. Angell of Providence have been visiting their parents, Mr. and Mrs. Conner A. Easterbrooks, at Price's Neck. Monday they spent in Portsmouth, Mrs. Easterbrooks and Mrs. Angell as guests of Mrs. Lorenzo D. Tallman, and Mrs. Usher as guest of Mrs. Henry C. Fish.

The committee on giving an entertainment for the benefit of the Free Library held a meeting Monday evening, at Mr. William F. Brayton's.

Mr. Elwood G. Macomber and family will reside for the present with their parents, Mr. and Mrs. Joseph E. Macomber.

Miss Emma Rose spent Sunday with Miss Mamie Souza.

Mr. Joe Souza is attending school in Fall River.

Mr. H. Chester Hedly resumed his studies at Newport Business College Monday.

Many wells and cisterns are dry in the town, but a water famine has not reached the place as it has in New London, N. H., where wells which have not been dry in 100 years are now, by advices received by Mr. Means yesterday.

LOCAL BRIEFS.

—This will be the last week of the Little Corinne Gypsy fortune tellers, who report great success during their stay here.

—W. H. Streese, A. J. Kinney and H. S. Hefele of New York, and William Barrett and J. E. Spalding of Providence are registered at the Perry House.

—Rhode Island Lodge, No. 12, I. O. of O. F., was visited last night by the grand officers. A collation was provided. The visitors present were Grand Master Spencer B. Hopkins, Grand Secretary W. H. T. Mosley, Grand Marshal Louis W. Clark and Supreme Representative J. E. C. Farnham. Brief remarks were made by all the grand officers.

AUCTION SALES.

By Thomas Burlingham, Auctioneer.

At Aquidneck Hall, Thursday, Oct. 19, at 10 o'clock.

Large Lot of Crockery and Glass,

CHAMBER SETS, PARLOR SUITS, STOVES, CARPETS, RUGS, ART SQUARES, DINING CHAIRS, TABLES, OLD-FASHIONED DESK, BUREAU, TOILET WARE, ONE PIANO, ETC.

Inspection on Wednesday.

Auction Sale!

As I am about to retire from the music business F. W. Greene will sell the balance of my stock of

Sheet Music, Stationery, Musical Instruments,

Including six pianos and one parlor organ, piano stools, show cases, piano cover, etc., at 172 Thames street, beginning Thursday, Oct. 19, at 2:30 P. M., and continuing until stock is closed out. Inspection invited.

ALBERT P. GRANDALL.

AUCTION SALE,

Wednesday, Oct. 18, 1899,

At 11 o'clock (if fair, if not next fair day.)

At the residence of Lyman H. Barker, Paradise avenue,

MIDDLETOWN, R. I.

Will be sold at auction the following articles, viz: About 10 tons of hay, 2 horses, 4 cows, 3 heifers, 60 light Brahma hens, 3 flocks geese, lot of mixed fowl, lot of pullets, 12 small henhouses, 2 Mann bone cutters (1 on frame), 1 poultry clover cutter, 1 good hand cart, 1 flock of ducks, lot of young ducks, 2 harnesses, hay ledder, 1 democrat wagon, 1 carryall, lot of potatoes, lot of apples, 3 lounges, stands, lamps, chairs, mattress, old desk, curtains, table, feather bed, bedsteads, springs, wood stove, dishes, pictures, books, old spinning-wheel, old flint-lock musket, 1 200-egg incubator and a lot of other articles.

Terms at time of sale.

J. OVERTON PECKHAM, Auctioneer.

TUMBLERS.

A new invoice of thin flint glass tumblers at

50c. A DOZEN.

ERASTUS P. ALLAN,

131 & 133 THAMES STREET.

Just arrived, a cargo of the genuine

SINNICKSON FRANKLIN COAL

STOVE AND EGG.

Also Free-burning and Hard

WHITE ASH COALS.

Oak, Hickory, Maple and Pine Wood prepared in any manner.

HEIRS OF GEO. BOWEN,

WM. H. BOONE, Agent.

Telephone 207-3.

FREE THIS WEEK!

A little book on Teas and Coffees, which contains more information, for its size, than any other book published on the same subject. It will teach you to buy Teas and Coffees economically. There is no need of paying from 60c. to $1 a pound for teas, as any price above 47c. is profit. The greatest thing in buying teas economically is to buy them with plenty of strength and use half the quantity. With our large trade and many years experience, we do not hesitate to say that we give the biggest value in Teas and Coffees ever offered.

TEAS—A fine Formosa or English Breakfast tea, per lb., 39c.; a fancy tea, per lb., 37c. to 43c.; finest Formosa, English Breakfast, or Ceylon, 47c.

COFFEES—If you like a strong coffee, you want a coffee with more Mocha and Java. Mocha is cheaper than Java, and you would want to buy a 20c. or a 25c. coffee. If you like a mild coffee, almost all Java fancy flavor, you would want to buy the best Java for 35c. a pound. Our Golden Cup Brand Mocha and Java, 1-lb. can, 32c.; 2-lb. can, 65c.; 5-lb. can, $1. We believe this is the best canned coffee ever offered to the public; Hotel Coffee, one-half Cereal and one-half Coffee, 1-lb. tin, 25c.; Ellie Cereal Coffee, per package, 15c.

FLOUR—Our XXXX flour we consider the best in New England.

BUTTER AND EGGS—We always have on hand the finest butter and the freshest eggs.

POTATOES at farmers' prices.

N. Y. BUTTER AND GROCERY HOUSE,

E. A. EDES & CO.,

149 AND 151 THAMES STREET.

FRENCH FLANNELS.

A nice assortment of French Flannels for ladies' waists.

New Drapery Silks.

DOWN QUILTS.

Wm. B. Sherman, Jr.,

204 THAMES STREET.

NEW BOOKS.

JANICE MEREDITH,

By Paul Leicester Ford.

The Many-Sided Franklin, by same author.
Dewey and Other Naval Commanders, by Edward Ellis.
Michael Rolf, Englishman, by Pendered.
The Vizier of the Two-Horned Alexander, by Frank Stockton.
The Story of Betty, by Carolyn Wells.
John Worthington, Idealist, by Margaret Sherwood.
Cattle Ranch to College, by the author of a Gunner Aboard the Yankee.
St. Nicholas Christmas book.
THE BROWNIES ABROAD, Palmer Cox.

SIMON HART, 202 Thames Street.

Successor to C. E. Hammett, Jr.

Mr. Dooley in the Hearts of His Countrymen.

Bound uniformly with "Mr. Dooley in Peace and War."

TRAMPING WITH TRAMPS, by Josiah Flynt.
MICHAEL ROLFE, ENGLISHMAN, by Mary L. Pendered.
DEWEY AND OTHER NAVAL COMMANDERS, by Edward S. Ellis.
CATTLE RANCH TO COLLEGE, by Russell Doubleday.
First volume of the Home Study Circle Series, entitled POPULAR STUDIES IN LITERATURE, containing biographies of Robert Burns, Sir Walter Scott and Lord Byron.

Geo. H. Carr, Daily News Building.

Watches!

The latest **Watch Cases** are **handsomer** and better fitted than ever before.

The prospective buyer should examine those I have recently bought, to see something that is really fine, and at the same time lower in price than ever.

—AT—

E. G. Blaine s, 246 Thames street.

Newport Bicycle Agency.

Wheels Crated for shipment.

First-Class Repairing.

Bicycles Stored.

FULL LINE OF GOLF SUPPLIES.

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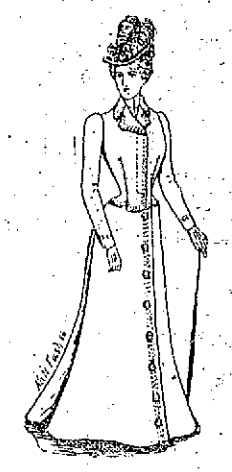

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All-wool cheviot, like cut, heavily lined, latest effect, black. Same in dark and light tans, $10.98

Our assortment of Separate Skirts is one of the largest in the New England states.

Also our styles and fit are superior to most skirts.

We sell an All-Woo Cheviot Skirt for $3.98; usually sold for $5.

Also Cheviot Serge, with overskirt and five rows of silk stitching, pointed effect, for $4.98.

Others are selling at $6.50.

—AT—

M. B. LAPPIN'S,

145 Thames Street.